

THE Hongkong Weekly Press

AND

China Overland Trade Report.

VOL. XLVI.]

HONGKONG, THURSDAY, 26TH AUGUST, 1897.

No. 9.

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DEATHS.

At Newchwang, North China, on the 27th ult., ANDREW P. HAPPER, Jr., Commissioner, I. M. Customs. [1922]

CHARLES ST. GEORGE CLEVERLY, late Surveyor-General of Hongkong (by telegram from England.) [1889]

At Shanghai, on the 6th July, 1897, F. M. SAMPAIO, aged 45 years.

At Kiukiang, on the 10th August, 1897, GEORGE R. UNDERWOOD, M.B.

At Kobe, on the 16th inst., JOHN GREER WALSH, after a short illness, in the sixty-ninth year of his age.

ARRIVALS OF MAILS.

The English mail of the 23rd July arrived, per P. & O. steamer *Rohilla*, on the 20th August (28 days); the American mail of the 27th July arrived, per O. & O. steamer *Doric*, on the 24th August (28 days); the Canadian mail of the 2nd August arrived, per C. P. steamer *Empress of India*, on the 24th August (22 days); and the German mail of the 26th July arrived, per N. D. L. steamer *Prinz Heinrich*, on the 25th August (30 days).

EPITOME OF THE WEEK.

The *Kostroma*, which arrived at Nagasaki on the 14th Aug. from Odessa, brought three large boxes containing gold and silver ware, which are said to be presents from the Czar to their Imperial Japanese Majesties.—*Shipping List*.

The Queen has approved the appointment of Mr. H. G. O. Bax-Ironside, now Second Secretary at Washington, to be Secretary to Her Majesty's Legation at Peking, in the place of Mr. Clarke Thornhill, who will not proceed to that post.

Judging by a brief Imperial decree, dated 7th instant, Censor Li Nien's impeachment of the Viceroy of the Kwang provinces and the Governor of Kwangtung for allowing their jurisdiction to be over-run by bandits, has fallen flat owing to the looseness of many of the Censor's statements.—*China Gazette*.

The Committee of the Shanghai Chamber of Commerce intends, it is reported, to protest against the new schedule enforced on the P. & O. Co. by the General Post Office, London, by which Monday will be the English mail-day at Shanghai, so that the Saturday half-holiday and the Sunday holiday will be grievously interfered with.

Information has been received at Nagasaki, we learn from the *Shipping List*, to the effect that the Government will at once undertake the revision of the law for the encouragement of the direct export of raw silk. The law in its present form comes into force in April next. A bill for the above purpose will be submitted to the Diet at its next session.

A Madrid telegram to the *Manila Comercio* states that the royal decree imposing a new Customs tax in the Philippines has been signed. The new tax consists of six per cent. *ad valorem* on all national merchandise and the same on foreign merchandise. The new tax will apply to all goods leaving their port of origin after the publication of the decree.

The dimensions of the opium problem in Formosa do not appear to be as formidable as was anticipated. According to the latest returns, the total number of licensed smokers is only 6,796, namely, 2 of the 1st class, 118 of the second, and 6,676 of the third. Six thousand seven hundred and ninety-six is a small fraction of three million inhabitants.—*Japan Mail*.

The *N. C. Daily News* of the 16th August has the following in reference to the recently concluded loan:—We learn on good authority that the Jameson-Hooley Syndicate have signed a preliminary contract with the Chinese Government for a loan of sixteen million pounds sterling at 5 per cent. in consideration of which they have been given the construction of important railway lines in the Empire. The sole representative of the Jameson-Hooley Syndicate is Mr. K. Frosell, who arrived from England in the *Rosetta* on Wednesday, and who proceeds to Peking to-day to ratify the contract. No one but Mr. Frosell has authority to enter into any transactions in the Far East on behalf of the syndicate, no matter of what nature they may be.

As the period for mixed residence is approaching, says the *Japan Mail*, some foreign merchants in Japan are considering the feasibility of establishing various factories in the interior. Messrs. Samuel, Samuel & Co., of Yokohama, will, it is said, establish a big Cotton Spinning Mill at no distant date, and the same firm also intend to purchase a lot of ground at Nagasaki. Messrs. Jardine, Matheson & Co., of Yokohama, will likewise establish a large Silk Spinning Factory, containing 100,000 spindles, in the vicinity of Odawara, by the time revised treaties come into operation. The *Japan Times* also gives publicity to a report to the effect that Messrs. Jardine, Matheson & Co. are about to establish a cotton factory of 40,000 spindles, near Kanagawa Fort, Yokohama.

A report in the Shanghai native papers states that Liu Taotai is in receipt of a despatch from the Tsungli Yamen informing him that the Netherlands Minister at Peking has addressed the Yamen to the effect that Chinese doctors will be admitted to a conference, about to be held to devise the best means of preventing and curing plague. The Taotai is instructed to notify all Chinese doctors of the fact, and to forward to Peking the names of any intending to attend the conference.

In the capital of Visayas, we read in the local papers, Mr. James Macleod's return from the interior of the province was impatiently awaited in order to hear the result of that gentleman's examination respecting the proposed railway to run from Iloilo through the province touching at all the more important towns. We see this with much pleasure, as it affords an assurance that the examination will have been intelligently conducted and that the project is a fact.—*Manila Comercio*.

The prospectus has been issued at Shanghai of a Company to be called "The Shanghai Feather Cleaning Company, Limited," which is to be registered under the provisions of the German law relating to companies, the liability of members to be limited to the amount of their shares. The capital is to be Tls. 150,000, divided into 300 shares at Tls. 500 each, with power to increase. The *Mercury* says:—We have not the least doubt that it will be a money making concern, as feathers can be obtained in China and all over the Far East at very cheap rates, and are sent home in rather large quantities in their dirty state. Over 32,000 piculs of feathers, valued at about Tls. 6.60 per picul were shipped away from and through Shanghai during last year. We also notice that about 37,000 piculs were exported from Kowloon, and 21,780 from Wuhu. So if these figures alone are looked into it can easily be seen that this new concern is likely to prosper.

A monument has recently been erected at Chemulpo, Korea, to the victims of the terrible *Edgar* disaster. It stands on the shoulder of the English Consulate hill just outside the wall of the compound, and is one of the most prominent objects to catch the eye on approaching or landing at the Customs Bund. The monument is of Japanese marble, very dark grey in colour, and is composed of three bases and an obelisk die. The lower base is seven feet square, the die is six feet high, and the whole monument rises about eleven feet above the ground. It weighs, approximately, fifteen tons, and much difficulty was experienced in conveying it to its present lofty and commanding situation. It bears the following inscription:—"Erected to the memory of 48 petty officers and men of H.M.S. *Edgar*, who lost their lives by the foundering of the sailing pinnace off Rose Island, Nov. 13, 1895. Erected by the officers and crew of H.M.S. *Edgar*." The obelisk is inscribed with the names of the unfortunate men who lost their lives in the terrible disaster, of whom the body of only one was ever given up by the sea. At the present time there hangs on the obelisk a wreath of evergreen placed there by the sailors of the U.S.S. *Machias* last Decoration day—a fresh tribute of the sorrow and lasting sympathy felt by Americans, in common with other nations, for our English brethren in their great calamity.—*Korean Repository*.

MEDICAL INSPECTION OF SHIP-PING.

The Sanitary Board at its meeting on Thursday arrived at a decision which will entail on shipping most of the alleged disadvantages attending medical inspection while only partially realising the undoubted advantages of that system. Instead of having every vessel boarded by a medical officer before communicating with the shore the boarding is to be effected by an officer without medical training, who, if he has reason to suspect that there is any infectious or contagious disease on board, will have to find the Health Officer and report to him, and a ship may thus be detained for many hours, possibly only to find that a rash which the boarding officer suspected might possibly be smallpox was only an aggravated form of prickly heat. In the long run the loss and delay to shipping would be less by having the inspection made in the first instance by a doctor instead of a layman, and the difference to the public would be merely the difference in cost between the salary of a professional man and that of a non-professional man. The Sanitary Board has proceeded on the lines of making the practice here correspond with the practice prevailing at home, where the visit of the medical officer is dependent upon the report made by the Customs boarding officer. As regards foreign ships, that might easily be done and the system might prove effective. The delay to shipping might in some cases be a little more than if the boarding officer were a medical man and the cost to the Government might be a little less, but the arrangement would no doubt prevent the landing of some cases of contagious disease, such as the cases of smallpox brought up with WILLISON'S Circus and which were distributed amongst the European hotels of the colony. With regard to junks the system of inspection by a non-medical man might also be attended with some advantages if honest men could be found to do the work. The boarding officers would be in effect Sanitary Inspectors afloat and they might be as useful in the discovery of cases of disease as are the Sanitary Inspectors ashore. We are surprised, however, that the Hon. F. H. MAY should suggest that this work should be thrown upon the Police. In the first place, it is not Police work, and in the second place, it would at times expose the men engaged in it to even greater temptation than does the working of the gambling law. If a junk with fifty passengers arrived with a case of smallpox on board the captain on behalf of the owners and each individual passenger would be willing to pay a liberal bribe to the boarding officer not to report the case. If this work of boarding junks to ascertain if there are cases of infectious disease on board is to be undertaken at all men of a superior class must be appointed for it, and as men of a superior class usually demand superior salaries the saving by not having a medical man would probably be small, if any. If a non-medical man were appointed, although he might do work of some value, the system could not be regarded as corresponding in point of effectiveness with that in force at home, because the conditions are different. In an English port a trained and responsible Customs officer boards a ship commanded by an intelligent European or American captain under legal obligation to give true information, and under such conditions there is no trouble in arriving at the facts, but the word

of a Chinese junkmaster would not be worth much either as to the existence of disease on board his boat or at the port of departure. Moreover, vessels arriving in England are mostly provided with bills of health from their last port; Chinese junks have no document of that kind to show to the boarding officer. Probably the majority of the Board would say that they did not contemplate that the boarding officer should exercise such important functions as we have suggested above. We cannot suppose, however, that their suggestion is that a boarding officer should go on board ships merely for show and not do anything; but if he has to do anything at all his functions at once become important. Our own impression is that neither the mover nor seconder had formed a correct appreciation of the real meaning of their resolution.

The matter will probably be referred by the local Government to the Colonial Office and by the latter to its professional advisers. There can be little question as to what the decision will be, for it must be clear, we think, to any intelligent and impartial reader, that Dr. CLARK is the only participant in the discussion who has a thorough grasp of the subject. We do not propose to refer to Dr. JORDAN'S long report, which seems sufficiently disposed of by Dr. CLARK'S reply. There are, however, some statements made by the President that seem to call for remark and which, if correctly reported, will cause the authorities at home some astonishment. How any similarity can be suggested between medical inspection as it prevails at home and the functions discharged in Hongkong by the boarding officer of the Harbour Department entirely passes our comprehension. The only mention made of the boarding officer in our local quarantine regulations is in connection with vessels already in quarantine; he has no authority to order a vessel into quarantine on his own responsibility. In article 2 of the local quarantine regulations it is provided that a ship having at the time of arrival or having had during the voyage any contagious disease on board shall fly the quarantine flag and shall remain in quarantine until released by the Health Officer. There may have been deaths on board, but if the master says he did not know they were from a contagious disease, that is deemed a sufficient excuse for his not flying the quarantine flag, and the passengers are at liberty to land forthwith, as in the cases of smallpox brought up with WILLISON'S circus, and, it may be, before the visit of the boarding officer. The result is that very few vessels go into quarantine except those which carry a surgeon, a class of vessels for which quarantine regulations are the least necessary, as all proper precautions as to isolation, etc., have presumably been taken on board. Dr. ATKINSON says also in his minute that the regulations of the Local Government Board refer only to infected ships and those suspected of being infected and not to all shipping. The regulations apply to "any ship from foreign." Nor are the functions of the Customs officer who boards the ship confined to asking the question "Has any case or suspected case of 'cholera, yellow fever, or plague occurred during the voyage?' as Dr. ATKINSON suggests; he is "to ascertain, so far as possible, whether such ship is infected," and although he would ordinarily, in the absence of suspicious circumstances, accept the word of the master on that point, it is evident from the term "ascertain so far as possible" that a responsibility is thrown on him which would not in all cases be considered ad-

equately discharged by perfunctorily asking a question. Furthermore, the regulations cover a wider field than "cholera, yellow fever, or plague," for article 20 provides that "when a ship is not ascertained or certified to be infected, but has passengers on board who are in a filthy or unwholesome condition . . . the Medical Officer of Health may give a certificate that in his opinion it is desirable the persons on board should not be allowed to land unless they satisfy him as to their names, places of destination, and addresses." A regulation of that kind applied to junks arriving in Hongkong and made somewhat more stringent, so as in certain cases to compel the return of the passengers, would be invaluable. As to the effect on shipping, both steamers and junks, it seems to us that the medical inspection of all vessels on arrival, which would entail very small delay and infinitesimal cost, would be preferable to Dr. ATKINSON'S suggestion of proclaiming infected every port at which contagious disease was known to exist, a proceeding which is calculated to excite alarm elsewhere and lead, in the Philippines for instance, to the imposition of rigorous and quite unnecessary quarantine for, it may be, fifteen days.

THE HEALTH OFFICER OF THE PORT.

The suggestion that Dr. JORDAN'S assistant should be appointed Deputy Health Officer of the Port is not a solution of the existing difficulty that is calculated to commend itself to the Government. Such a precedent as this would establish would be most undesirable and calculated to impair the efficiency of the public service. If the Health Officer of the Port is to be allowed to make private arrangements with an assistant to do his work for him why should not other Government servants be allowed the same privilege? If the principle were admitted we might conceivably have one set of officials drawing the emoluments of the offices and another set of men, selected without reference to the Government, doing the work, on terms dependent upon a private arrangement between themselves and the titular holders of the offices. In effect, however, it is only officials who are allowed private practice who would have any inducement to appoint deputies, and fortunately the number of such officials in Hongkong has been reduced to the Health Officer of the Port and the Crown Solicitor. It would hardly, we think, be suggested that the latter should be allowed to delegate his official functions to an assistant appointed by himself, nor does it seem consonant with sound policy that the Health Officer should be allowed to do so. The scandal that has arisen at Shanghai in connection with an appointment made on this principle is suggestive of reasons why the same course should not be adopted in Hongkong. Every one would of course very much regret if the interests of Dr. JORDAN and the interests of the public were found incompatible, but in such case there can be no question as to which should prevail. If Dr. JORDAN finds that his private practice is so large as to prevent his personally giving the necessary attention to his official duties he should be asked to make his selection between devoting his whole time to the public service at an increased remuneration or receiving compensation in the form of pension or otherwise, as might be arranged. Dr. JORDAN by the terms of his engagement is entitled to private practice, and in proposing any alteration of those terms, or in effecting any reorganisation of the office that might lead to Dr.

JORDAN's retiring, he would of course be entitled to very liberal treatment at the hands of the Government. The time has apparently arrived, however, when it is essential that the Health Officer of the Port should devote his whole time to the duties of his office and when the relationship in which he stands to the Medical and Sanitary Departments should be readjusted. The Sanitary Board suggests that the change should not be made until a successor has to be appointed to Dr. JORDAN in ordinary course, but that gentleman seems good for an indefinite length of service yet and if the Sanitary Board's view be adopted it may be twenty years or more before the change can be effected. It seems quite impossible, however, that the present conditions can be allowed to continue for any considerable length of time, as with the growth of the trade of the port the inconvenience and friction will increase year by year. A change will have to be made sometime and we cannot see that any future time would be more favourable than the present.

THE CIVIL HOSPITAL AND PRIVATE PAYING PATIENTS.

In his report for 1897 Dr. AYRES, the late Colonial Surgeon, speaking of the Civil Hospital, says:—"In this hospital a first class paying patient can obtain accommodation, medical attendance, nursing by European Sisters of the first class who have been trained for five years in the London Hospital, food and medical comforts, including wine and spirits of the best brand, for \$5 per diem, while in the first-class hotels in this city he cannot get accommodation alone equal to that he receives in the hospital for \$10 per diem; and an ordinary seaman receives similar attendance, food, medical comforts with stimulants in all respects similar to a first class patient, with better accommodation in a general ward than he can procure outside, for \$1, less than he would have to pay in the lowest class hotel for accommodation only; while destitutes of all classes receive the same for nothing." This is a state of affairs which appears to call for some consideration on the part of the Government and the community. As to destitutes, there is nothing to be said; they must of course be attended to at the public expense. We cannot, however, see any ground for making first class patients the recipients of public charity, that is, supplying them with accommodation, attendance, and medical comforts at the cost of the ratepayers. If the Civil Hospital is to continue to receive paying patients the charges should be sufficient to cover the cost, at all events in the case of first class patients, who, as a rule, can well afford to pay. If the Government ceased this competition with private practitioners we believe sufficient hospital accommodation for the European community would soon be supplied by private enterprise, as it has in part been supplied already. With regard to the seamen mentioned by Dr. AYRES, who receive the same attention and medical comforts as first class patients, the only difference being that they are lodged in a common instead of a private ward, these are, we understand, Board of Trade patients, and the Board of Trade pays the charges. If this is so the Board of Trade might very appropriately have its attention drawn to the fall in exchange and be invited to pay in sterling, say 5s. a day at the current rate of exchange. The colony never receives any indulgence from the home Government in

the matter of exchange, and we fail to see why it should be the loser when a payment has to be made by the Imperial Government to the colony.

Concerning the nurses at the Civil Hospital, Dr. AYRES writes as follows:—"For the nursing staff of Sisters, whose services are generally acknowledged and so much appreciated, ladies who are received with pleasure into the best society, the colony is indebted to Dr. ATKINSON, whose knowledge of the nursing institutions at home enabled us to procure them soon after his appointment as Superintendent. They have earned the respect and good-will of the whole colony and with a slight increase to their staff have, through the Matron (Miss EASTMOND), undertaken the tuition of nurses for the public benefit. I cannot speak with too high respect of the untiring and noble work they have done during the heavy troubles that have lately fallen on this Colony, and I am happy to think that it has received suitable recognition by the Government and special recognition by the general public." With this admirable nursing staff and the excellent accommodation provided at the Civil Hospital it is not surprising that that institution should be largely availed of by first-class paying patients, especially bachelors, who cannot obtain anything like the same comfort and attention in their own quarters. It must be admitted, too, that hospital accommodation for this class should be provided by some means, and that the Civil Hospital has in the past admirably supplied the requirement. The colony, however, is growing, the demands on the hospital as a charitable institution are constantly increasing, and the time seems to have arrived when it might be possible and expedient to establish a self-supporting institution for the accommodation of that class of the community from whom the paying patients at the Government Civil Hospital are drawn.

EXCHANGE AND OFFICIAL SALARIES.

The Hongkong and Shanghai Bank does not stand alone in looking upon the decline of silver as not an unmixed evil. It is an ill wind that blows no one good, and the cutting blasts to which silver has recently been exposed have proved very profitable to those happily circumstanced individuals who draw their pay in sterling at current rates or are entitled to exchange compensation. These, including naval, military, and civil officers and the employes of various home companies that pay in sterling, form a considerable section of the population, and they rise each morning with renewed hope that exchange may drop another point and give them so many more dollars—to add to their rapidly growing bank account, if they are of a saving disposition, or to spend if they are so inclined. When the fall takes place their faces beam accordingly, their satisfaction no doubt being enhanced by contemplation of the sad plight of those who are wholly dependent on silver. When they have to turn their money into sterling of course things equalise themselves, but so long as the bulk of their expenditure is in the colony the decline in exchange is all in their favour, for although, comparing one ten year period with another, a small advance in prices may be observed, there is no appreciable difference from month to month in the cost of living, and the profit resulting from the fall in exchange is so much clear gain to those whose incomes are in sterling. The civil servants

who are entitled to exchange compensation draw half their salaries at the rate of 3s. to the dollar. When the current rate of exchange was 2s. to the dollar the exchange compensation therefore meant an increase of twenty-five per cent. on the nominal amount of their salaries, and a fall to 1s. 10d. increases that to thirty-two per cent. Very different is the position of the unfortunate employes of the Chinese Imperial Maritime Customs Service, whose cause has recently been espoused by the *N. C. Daily News*. These gentlemen have to bear the burden of exchange without any assistance whatever; they receive no exchange compensation nor have their salaries been augmented. Most commercial firms have had to increase their scale of pay more or less within the last ten years and in some few cases have followed the example of the Hongkong Government in giving exchange compensation. The Japanese Government has also given exchange compensation to its foreign employes. The members of the Chinese Customs Service therefore remain practically the only class of employes, public or private, who have not received some consideration in view of the fall in exchange, and their case is so much the harder in comparison with that of the Hongkong Public Service inasmuch as they receive no pension, but are expected to make provision for their retirement out of their salaries and the fixed bonus to which they become entitled periodically, which is also paid in silver. The Hongkong public servant has his future provided for at the public expense, in the shape of a liberal pension paid in sterling, and in the event of his death before reaching pension age his wife and family, if he is a married man, receive an allowance from the Widows and Orphans' Fund. If he is a prudent man he will supplement this by effecting an insurance on his life, but beyond that there is no special obligation upon him to save anything out of his salary, the only risk to which he is exposed being such as may result from his own misconduct entailing dismissal. The granting of exchange compensation was, we think, an equitable act on the part of the Government, but, except in the few cases in which a man wishes to remit more than half the amount of his salary, it must be recognised that the allowance has been made on a fairly liberal scale. The Customs employes, however, who are expected to save out of their salaries a capital sum sufficient to yield an adequate income on their retirement, are in distinctly hard case, for their savings when turned into sterling have for years past been steadily diminishing owing to the fall in exchange.

II.

Our correspondent "FAIRPLAY," whose letter appears in another column, says that in all small communities it is generally a safe card to play to hint that the officials are ignorant, idle, useless, and overpaid, but he ventures to think that it is neither just nor generous. We agree with the latter opinion, but not altogether with the former. We do not think it is generally a safe card to play to hint that the officials are ignorant, idle, and useless. The public has a keen sense of justice and soon becomes disgusted with unjustifiable attacks. The Civil Service throughout the British empire is an institution of which the nation may well be proud, and it has contributed largely to the building up of the empire. The Hongkong Civil

Service, notwithstanding recent scandals, is no exception to the rule. But when we leave the general and come to the particular it must be recognised that there are officials and officials, that some are hardworkers and deserve more pay than they get and that others are drones in the hive and could conveniently be dispensed with. In our remarks in Thursday's issue, however, we had no thought of attacking the service either in general or in particular and it never occurred to us that we could be giving offence by suggesting that the drop in exchange was a good thing for people who draw their pay either in whole or in part in sterling.

SILVER PROSPECTS.

The *Bimetallist* for July contains an interesting article by FRANCIS B. FORBES on the relative production of gold and silver since 1493. The position Mr. FORBES takes up is indicated in the following paragraph:—“Whatever may be argued by the single ‘yard-stick’ metrologists of the gold ‘monometallist’ camp, it is as certain as the facts of recorded history can make it, that the relative values of the ‘two money metals’ have never depended upon the current supplies of each, but upon the current demand for coinage of either one or both, resulting from the monetary enactments of the ‘nations of the world.’ Of that there can be no doubt, but the demand for coinage of silver having practically ceased, that factor no longer influences its value, which must now find its mercantile level by the ordinary law of supply and demand. Mr. FORBES says further, “During the years 1851-1870 the supply of gold was unusually great, and its value in silver would have fallen had it not been for the bimetallic link, which the monetary legislation of France and the Latin Union was then strong enough to preserve unbroken. What happened then must happen again whenever a few nations of sufficient monetary power shall so harmonise their legislative enactments as to establish among themselves a certain ratio of value between gold and silver. For that ratio, whatever it may be, will prevail through the rest of the world, just as the French ratio of 15½ to 1 prevailed, according to the unanimous opinion of the Royal Commission of 1888, during the first three quarters of this century.” But will a few nations of sufficient monetary power ever do anything of the kind? We think not. Various theories have been advanced to account for the recent great fall in the value of silver, but the most probable reason appears to be the final abandonment of all hope of the rehabilitation of the metal by legislation. As the demand for silver for coinage determined the value of the metal while the double standard prevailed, so has the lingering expectation of a renewal of that demand retarded its fall. The abandonment of that expectation knocks away the last prop, and the metal must now fall to the price at which it can be produced by the poorest mine that can be made to pay. What that price may be no one can say. It was said years ago that when silver touched 2s. 6d. an ounce many mines would have to close and that as the production of the remainder would be insufficient to supply the demand the price would begin to rise from that point. So far from that prediction having been fulfilled, the production of silver in 1895 was larger than in any previous year, although the metal in

that year reached a lower depth than ever before. Notwithstanding the steady fall in value the production has increased with equal steadiness, and the experience of the past makes us sceptical of the estimates of experts as to the price at which it will pay to produce silver. Some people will tell you that 1s. 6d. an ounce is the real figure at which the metal can be produced in sufficient quantity to supply the demand, and that guess is perhaps as likely to be correct as any other. The demonetisation of silver was, we believe, a gigantic mistake, and we still hold, as we have always done, to the bimetallic theory, as a theory, but the time for its practical application has now passed, the mistake has been made, and bimetalism is a lost cause.

TAOTAI SHENG.

Taotai Sheng, the Director-General of Railroads in China, has acquired an unenviable reputation amongst foreigners as following to its utmost limit the vicious system of administration that obtains more or less amongst mandarins in general. He has found a champion, however, in the Rev. GILBERT REID, and it is right that the public should know what is to be said in his favour. A paragraph appeared in the *N. C. Daily News* stating that it was clear the railway from Shanghai to Woosung was to become a means for “the usual prodigious squeezes on the part of the officials which are the curse of all public works in China,” that the old railway road was not being utilised because that would have been far too simple and inexpensive a plan and would not have sufficiently lined the pockets of the officials, that accordingly the new line was to take a large curve crossing the old railway line more than once, that along the track fields had been bought up and were now lying fallow, and that some of the purchase money was to be improperly applied. Thereupon Mr. REID wrote a letter to our contemporary in which he says it appears to him that much of the attack made on SHENG and the lack of confidence in his honesty come from surmises rather than facts. “The rival of SHENG,” he says, “is a personal friend of mine, Governor HU of Peking. Several of the Censors who are now accusing SHENG before the Emperor are also personal friends. Naturally I might feel inclined to join these men in their denunciations of the man who has received the position of Director-General, but a sense of simple fairness leads me to say a word in his favour.” Mr. REID justifies SHENG in accepting the Belgian loan, and concludes as follows:—“SHENG has put his own money into the speculation, and is working hard to make a success of the undertaking. He deserves praise for his diligence, energy, and ability, and no one can well censure him for dishonesty at this stage of procedure. SHENG is the only man who has had the courage to enter on the business with whole soul and give up a lucrative official position. As to the Woosung line not following the old course, I have understood the old line was too crooked and inconvenient to be used; but that is for the engineers to decide. What I write is on my own suggestion of being fair, and not ‘by request’ of SHENG or his staff.” This places the Director of Railways in a new and, let us hope, a correct light, but at the same time no one can doubt that the construction of railways in China under official control will be attended by pro-

digious squeezing. Squeezing is an institution of the country and is not generally regarded in the same light that embezzlement is regarded by European nations.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held at the Council Chamber on the 23rd August. Present:—

His EXCELLENCY the Governor, Sir WILLIAM ROBINSON, G.C.M.G.
His EXCELLENCY Major-General BLACK, C.B. (Officer Commanding the Forces.)
Hon. J. H. STEWART LOCKHART (Colonial Secretary).
Hon. W. M. GOODMAN (Attorney-General).
Hon. T. SERCOMBE SMITH (Colonial Treasurer).
Hon. W. CHATHAM (Acting Director of Public Works).
Hon. F. H. MAY, C.M.G. (Captain Superintendent of Police.)
Hon. R. MURRAY RUMSEY (Harbour Master).
Hon. C. P. CHATER, C.M.G.
Hon. HO KAI.
Hon. T. H. WHITEHEAD.
Hon. E. R. BELILIOS, C.M.G.
Hon. J. J. BELL-IRVING.
Hon. WEI A YUK.
Mr. J. G. T. BUCKLE (Clerk of Councils).

MINUTES.

The minutes of the previous meeting were read and confirmed.

PAPERS.

The COLONIAL SECRETARY laid the following papers on the table:—The report of the Secretary of the Sanitary Board for 1896; the Colonial Surgeon's report for 1896; the report on the 1897 census; the assessment for 1897; and amended statements of water account for 1896.

FINANCIAL MINUTES.

On the motion of the COLONIAL SECRETARY financial minutes Nos. 15, 16, 17, and 18 were referred to the Finance Committee, and the report of the Finance Committee No. 4 was adopted.

PUBLIC WORKS COMMITTEE'S REPORT.

The ACTING DIRECTOR of PUBLIC WORKS moved the adoption of the Public Works Committee's report No. 3. The motion was carried.

RETRENCHMENT.

In pursuance of notice Hon. T. H. WHITEHEAD asked the following question.—With reference to the Report of the Retrenchment Commission will the Government lay upon the table a copy of the despatches and instructions received from the Secretary of State for the Colonies in relation thereto, and in connection with applications in respect of salaries similar to those recently referred by His Excellency the Governor to a Committee?

The COLONIAL SECRETARY—The despatches, which have been in the hands of the Committee appointed to inquire into certain applications for increases of salary and which have only just been returned, will be printed and laid on the table as desired.

GOLD PAYMENTS.

In pursuance of notice Hon. T. H. WHITEHEAD asked the following question:—Will the Government lay upon the table a return shewing all sterling payments made in England for any purpose or in the colony on a gold basis with the equivalent dollar amounts disbursed by the Treasury in respect thereof, such return to commence with 1890 and to include the estimated payments for 1897 and 1898?

The COLONIAL SECRETARY—I beg to lay upon the table the report asked for by the hon. member.

TAIPINGSHAN.

In pursuance of notice Hon. T. H. WHITEHEAD asked the following question:—What steps do the Government now propose to take with a view to the speedy disposal of the Crown land available at Taipingshan and what were the causes of the failure of the Government to obtain a bid for any lot at the recent sale by public auction?

The COLONIAL SECRETARY—The Government proposes to adopt the usual course and to wait for applications to sell the land by auction.

With regard to the latter portion of the question I regret that it is not possible to state to what causes the failure alluded to by the hon. member was due.

GOLD LOANS.

In pursuance of notice Hon. T. H. WHITEHEAD asked the following question:—Will the Government lay upon the table a detailed statement or account of the loan of £200,000 raised in 1887, shewing separately in sterling and in dollars all receipts and all payments in connection with or in respect of the principal, interest, and sinking fund, with the dates and the rates of exchange at which each item was converted from sterling into dollars or vice versa, in short, a detailed account shewing how much interest per cent. per annum the ratepayers have paid for the loan in question, and a similar account to date in respect of the last loan of £200,000 floated in 1894, shewing in addition what amount thereof is still available, if any, how and in what way the monies have been expended, and what are the available assets in respect of said disbursements? The statement to shew in what securities the sinking fund has been invested, the cost thereof in sterling and in dollars, the annual revenue derived therefrom and the present market value of the securities.

The COLONIAL SECRETARY—I beg to lay upon the table the statement asked for by the hon. member.

TYPHOID FEVER.

In pursuance of notice Hon. T. H. WHITEHEAD asked the following question:—Will the Government direct the Medical Officer of Health to report:—(1.) Upon all cases of typhoid fever which have occurred in the colony during the last 12 months; and (2.) As to whether or not he has instituted any enquiry into the history of these cases, adding thereto the causes which have led to the recent greater prevalence of this disease in the colony, and with what results?

The COLONIAL SECRETARY—The report of the cases which occurred in 1896 of the disease termed by the Medical Officer of Health "enteric fever" is contained in the Annual Report of that officer published in the *Government Gazette* of the 14th inst. I now lay upon the table another Report by the Medical Officer of Health on the cases of the same disease which have occurred this year. An inquiry into the history of each case has been made. The results of such inquiry are embodied in the Reports of the Medical Officer of Health.

PREPARED OPIUM ORDINANCE.

The ATTORNEY-GENERAL—I have the honour to move the first reading of a Bill entitled an Ordinance to further amend the Prepared Opium Ordinance, 1891. I may mention that this Ordinance is not intended to affect the present farm, so that it need not create any anxiety to its effect upon the present farm.

The COLONIAL SECRETARY seconded.
Bill read a first time.

WIDOWS' AND ORPHANS' PENSIONS ORDINANCE.

The COLONIAL TREASURER—I have the honour to move the first reading of a Bill entitled an Ordinance to amend the Widows' and Orphans' Pensions (Amendment) Ordinance No. 28 of 1895.

The COLONIAL SECRETARY seconded.
Bill read a first time.

NATURALIZATION ORDINANCE.

The ATTORNEY-GENERAL moved and the COLONIAL SECRETARY seconded the first reading of a Bill entitled an Ordinance for the naturalization of Ho Mui Sz alias Ho Lin Shing.

Bill read a first time.

ADJOURNMENT.

The Council then adjourned until Thursday next.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held. Hon. J. H. Stewart Lockhart (Colonial Secretary) presided and all the members were present.

MINUTES.

The minutes of the last meeting were read and confirmed.

PUBLIC WORKS EXPENSES.

The first minute was one in which the Governor recommends the Council to vote a sum of \$103,000 to meet the following expenses during the current year:—

Public Works Annually Recurrent Expenditure.—Repairs to Buildings, \$12,000. Maintenance of Telegraph, \$1,000.

Public Works Extraordinary.—Water and Drainage Works, Miscellaneous, \$42,000 (chargeable to loan), Taipingshan Improvement, \$40,000, Forming and Kerbing Streets, Victoria, \$3,000, Gardener's Cottage, \$5,000. Total—\$103,000.
Vote recommended.

THE NEW PEAK ROAD.

The next minute was one in which the Governor recommends the Council to vote a sum of \$5,000 for the construction of a new road at the Peak District, from Plantation Road to Magazine Gap.

The CHAIRMAN—Hon. members will remember that the Director of Public Works, at the meeting of Council that has just been held, laid upon the table the report of the Public Works Committee with regard to this new work. That report gives the reasons why the Committee considered it desirable that this work should be carried out, and the amount recommended in this vote, \$5,000, is considered necessary to defray certain preliminary expenses. The Director of Public Works will give any further information that may be desired on this subject.

The ATTORNEY-GENERAL—What will be the total cost?

The ACTING DIRECTOR OF PUBLIC WORKS—The total cost of the road, including concreting, will be \$28,000, and the necessary sewers and water mains will cost \$10,000.

The ATTORNEY-GENERAL—Is this \$5,000 this year's expenditure?

The ACTING DIRECTOR OF PUBLIC WORKS—It is to enable the work to be gone on with at once.

The CHAIRMAN—The Public Works Committee thought it desirable to have the work put in hand at once.

Vote recommended.

FIRE EXTINGUISHING APPLIANCES AT THE GAOL.

The third minute was one in which the Governor recommends the Council to vote a sum of \$523 to meet the cost of certain fire extinguishing appliances at the gaol.

The CHAIRMAN explained that the Superintendent of the gaol reported that the fire extinguishing appliances were not in a satisfactory condition and that in order to carry out the necessary improvements this sum was required.

Vote recommended.

SLAUGHTER-HOUSE AND DEPOTS.

The last minute was one in which the Governor recommends the Council to vote a sum of \$349.30 in aid of the vote "Slaughter-House, Sheep and Pig Depots, including Pier."

Vote recommended.

ADJOURNMENT.

The Committee then adjourned.

Mr. K. Stahlgren, late Acting Danish Consul at Tientsin, was arrested on the afternoon of the 9th August on board the N.P. steamer *Columbia* at Yokohama, on a charge of fraudulently appropriating the sum of \$4,000, in addition to a large quantity of jewellery. Mr. Stahlgren was removed to the American Consulate, pending the necessary arrangements being made for his transference to Shanghai. He was subsequently released by the Danish Acting Consul, Mr. Gielen, on the ground that there was no evidence on which to support the charge. If this is the case, it seems curious that a warrant should have been issued. We may not unfairly assume, says the *Kobe Chronicle*, that the action of the Japanese authorities in protesting against the arrest has not a little to do with the somewhat hurried acquittal. Mr. Nakano, the Governor of Kanagawa, is now said to be pressing for an apology from the Acting Danish Consul. It is reported that Mr. Stahlgren will enter an action for illegal arrest.

SUPREME COURT.

18th August.

CRIMINAL SESSIONS.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE).

A PLEA OF GUILTY.

Cheung Tsat was charged with the manslaughter of Li Chin on the 8th August.

Prisoner pleaded guilty.

The Attorney-General (Hon. W. M. Goodman), who appeared for the Crown, being instructed by Mr. H. L. Dennys (Crown Solicitor), explained that this was not a case in which he would press for a heavy punishment. The prisoner was employed at a shop at 47, Nullah Lane, where marine delicacies were sold. The deceased was a cook in the employ of a coal coolie and on the 8th August he went to the shop to buy some seaweed. A dispute arose about a few cash and the prisoner struck the deceased on the side with his open hand. The victim had an enlarged spleen, the weight of it being 12 ounces instead of 5 ounces, and the blow ruptured this organ, death ensuing two hours afterwards. The blow was a light one and death would not have ensued if deceased had not had a diseased spleen, but the prisoner committed an unlawful act and therefore he was guilty of manslaughter.

Prisoner, when asked if he had anything to say, said the deceased picked up a weight and struck him with it.

His Lordship told the prisoner there was nothing about that in the depositions.

Prisoner then said he had nothing more to say.

His Lordship, in passing sentence, said—You clearly caused the death of this man and you caused his death in an unlawful manner; therefore you are guilty in point of law of the crime of manslaughter. At the same time, as the Attorney-General has kindly said in your behalf, the degree of your guilt is very slight. You gave him only a slight blow and the death of the man was owing to his having a diseased spleen, but when you struck him you did an unlawful act. He did not strike you and you had no business to strike him. By giving way to your temper you caused the death of that poor man. I will take into consideration all the circumstances of the case and also your showing that you are sorry by pleading guilty. You will be kept in gaol for three months with hard labour.

The Court then adjourned.

Just as the Court had risen an old man and an old woman, the parents of the deceased, came from among the crowd of spectators and knelt near the usher's box. The old man appeared to be almost blind, and the old woman was so overcome with distress that she burst into tears and sobbed bitterly.

20th August.

CHARGE OF MANSLAUGHTER.

Cheung Fuk was charged with the manslaughter of a man at Taikoktsui on the 7th inst. The Attorney-General (Hon. W. M. Goodman) prosecuted (instructed by Mr. H. L. Dennys, Crown Solicitor), and Mr. J. J. Francis, Q.C. (instructed by Mr. Gedge), defended.

The jurymen were:—Messrs. J. H. Logan, W. T. Shewan, Wong Lin Kep, J. Baptista, D. M. de Souza, F. Q. Xavier and J. Walker.

The Attorney-General explained that the deceased stole a hat and a jacket from a boat which was lying on the foreshore at Taikoktsui and he was chased by the prisoner and other men, who caught him and beat him with poles and their fists, the result being that he died. Death was caused by rupture of the spleen.

The case had not concluded when the Court adjourned.

21st August.

Mr. Francis for the defence called witnesses to prove an alibi. They stated that at the time the deceased met with his death the prisoner was in bed asleep.

The jury returned a unanimous verdict of not guilty and the prisoner was discharged.

24th August

IN ORIGINAL JURISDICTION.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE.)

A PORTUGUESE GENTLEMAN ADMITTED AS A SOLICITOR.

The Attorney-General (Hon. W. M. Goodman) applied that Mr. F. X. d'Almada e Castro be approved, admitted, and enrolled as an attorney and proctor to practice in the Supreme Court of Hongkong. The learned counsel said Mr. Castro was articled to Mr. Wilkinson, solicitor, who had filed an affidavit showing that the articles were dated 2nd April, 1892. Mr. Castro was examined at the end of last month and was found to be a fit and proper person to practice in the Court.

His Lordship, in making the order asked for, said he did so with pleasure. He understood that Mr. Castro was the first gentleman of Portuguese descent who had been admitted as a solicitor in the Hongkong Court, and his Lordship wished him success.

Mr. Francis, who was in Court at the time, mentioned the interesting fact that Mr. Castro's father was one of the oldest public servants in the colony at the time of his death, and for many years he was chief clerk in the Colonial Secretary's office.

His Lordship—That makes it all the more gratifying that Mr. Castro should become a solicitor in this Court.

CHONG CHAI SHANG v. KAW HONG TAKE.

The hearing was resumed in this case, in which plaintiff sought to recover damages for the non-delivery of goods shipped by the *Cosmopolit*.

Mr. J. J. Francis Q.C. (instructed by Mr. Looker), appeared for the plaintiff and Mr. E. Robinson (instructed by Mr. Bowley) for the defendant.

His Lordship gave judgment for the plaintiff for \$1,060, including \$950 paid into court, as damages for the non-delivery of goods, and also \$800 damages for loss of reputation.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE.)

LEUNG TSUN KIN v. HO KWAI TING.

Plaintiff sought to recover \$1,000 damages for slander.

Mr. J. F. Reece appeared for the plaintiff and Mr. M. W. Slade (instructed by Mr. Mounsey) for the defendant.

Mr. Reece read the pleadings, which set forth that the plaintiff was a second-hand clothes dealer residing at 60, Jervois Street, and the defendant was a comprador residing at the Old Victoria Hotel. On the 31st July the defendant maliciously slandered the plaintiff by saying and publishing that plaintiff set fire to his house and fraudulently received fully \$10,000 insurance money. How was it possible to do business with that man? Defendant denied having published the words or having injured the plaintiff by any words alleged to have been spoken.

The evidence showed that a fire broke out at 76, Jervois Street, which was formerly occupied by the plaintiff. A fire inquiry was held, the result being that the premises were released.

His Lordship gave judgment for \$250 and costs.

The *Foochow Echo* of the 14th August says:—On Monday last the barometer fell to 29.20, a lower point than it is remembered ever to have touched here before. On Tuesday morning it rose a tenth but remained stationary at that for some time. It was certainly a relief to feel from this that the typhoon had passed by. The weather telegram from Hongkong, kindly supplied us by the Telegraph Companies, advised that the typhoon had struck the land North of Wenchow and a later wire stated that it was moving in the direction of Kinkiang. For three days subsequently we had to put up with the usual consequences of one of these big blows, namely, disagreeable rainy weather.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held at the offices on 19th August. Dr. Atkinson (Principal Civil Medical Officer) presided and there were also present—Hon. F. H. May, (Captain Superintendent of Police), Hon. W. Chatham (Acting Director of Public Works), Dr. Clark (Medical Officer of Health), and Mr. H. McCallum (Secretary).

MINUTES.

The minutes of the last meeting were read and confirmed.

THE MEDICAL INSPECTION OF SHIPPING AND THE VENICE PLAGUE CONFERENCE.

Further papers relating to the proposal to institute a systematic medical inspection of vessels arriving in the harbour were laid on the table. Following upon the report of the Committee of the Chamber of Commerce (which was given in the *Daily Press* of July 21st) the Medical Officer of Health wrote the following minute:—The fact that a few persons may cross the frontier or land at Aberdeen or Stanley is no more an argument against medical inspection of the shipping entering this harbour than is the fact that criminals occasionally escape the consequences of their crimes an argument against the maintenance of a police force. The Chamber of Commerce admits the desirability of medical inspection of vessels arriving from infected ports, but overlooks the fact—well known to the Government—that it is impossible to obtain the necessary staff in such emergencies and that if we have not permanent men trained in this work we cannot cope with any extra work without serious delay. Another point of great importance is that we are practically at all times in communication with some infected ports, and if we do not have a general medical inspection of the shipping the Government is compelled to officially declare such ports "infected" before such medical inspection can be enforced. Hitherto the Government of this colony has, in the interests of the shipping community, refrained as far as possible from resorting to such official declarations in consequence of the effect it has upon the authorities of the neighbouring ports, who so often follow suit by imposing a lengthy quarantine in future, however, this course will, I hope, not be followed, for if the shipping authorities object to a properly organised general inspection the Government should certainly not hesitate to insist upon a medical inspection of all vessels from infected or suspected ports, and as they can as yet only do so by declaring quarantine against such ports this should be resorted to without delay. A very exaggerated idea seems to exist in the minds of the members of the sub-Committee of the Chamber of Commerce in reference to the expense of this scheme. I wonder what the cost to the shipping and to the colony generally would have been if any one of those fifty coolies who were landed on the s.s. *Cheang Hok Kian*, in November of last year had found his way to one of the water reservoirs or filter beds while suffering from cholera. This ship had no less than 14 deaths on her voyage from Singapore to this port, ten of which occurred within 24 hours of her arrival here, and yet the rest of them were allowed to land and disperse themselves over the colony. I venture to think that if the scheme of medical inspection of all shipping had been in force at that time this colony would not have been exposed to such an awful danger as that which threatened us then—a danger which can only be fully realized by those who know the true explanation of the outbreak of cholera in Hamburg in 1893. Smallpox, again, is constantly being introduced into this colony from Japan and from other ports, and leads to sickness and deaths among the European community, and, in fact, as I pointed out in my annual report for 1896, more than 50 per cent. of our cases of infectious disease (exclusive of bubonic plague) are imported and the danger to the community would thus by medical inspection be practically reduced to one-half of its present proportions. I suggest that the papers relating to the Sanitary Conference at Venice be attached to these so that they may be considered together.

In reference to the report of the Venice Plague Conference, the Medical Officer of

Health wrote:—The attached report suggests to me the following course of action is most suitable for this port. (1). All vessels, whether "healthy," "suspected," or "infected" arriving from an infected port, to proceed at once to the quarantine anchorage for medical inspection in accordance with our existing quarantine regulations and to be granted free pratique as soon as (1) the sick, if any, have been removed to hospital, (2) the vessel disinfected, if necessary, and (3) the passengers and crew have complied with the following requirements, namely, (a) All Europeans, Americans, and Australians desiring to land must give to the boarding medical officer their names and the addresses at which they intend to reside, and they will be subjected to medical "surveillance" for a period of five days if the port of departure is infected with cholera, ten days if with plague, and fifteen days if with smallpox, from the date of leaving the ship, if any cases of bubonic plague have occurred thereon during the voyage, or from the date of leaving the infected port if the ship has been free from such sickness since the departure therefrom. Should any such person desire to reside at any other address than that given by him to the boarding medical officer, within the said period of ten days, he must first communicate the new address to the Medical Officer of Health of the colony. (B). All Asiatics and Africans must similarly furnish their names and addresses of destination and will be subjected to medical surveillance for a like period, but each one must in addition furnish a reliable surety resident in the colony, who shall guarantee in writing to the extent of \$50 that such person shall continue to reside at the address given by him, for a period of not less than ten days. In the event of such surety not being forthcoming for any such person brought into the harbour from an infected port the vessel will not be granted pratique. All Asiatic and African passengers arriving from an infected port, en route for some further port, must be detained on board ship, and the master of any vessel allowing any such person who has not furnished the boarding medical officer with his name and address of destination and the necessary surety to land, shall be deemed to have committed a breach of the Quarantine Regulations. I suggest that these additional regulations be forwarded by the Sanitary Board for the approval of the Governor in Council and for their incorporation in the Quarantine Regulations of this colony, and I also suggest that the Board advise the Government of this colony to become a party to this Convention.

Dr. Jordan furnished the following report to the Principal Civil Medical Officer of Health re the Venice Plague Conference and medical inspection of shipping in Hongkong:—

Health Officer's Office,

12th August, 1897.

Sir.—Having studied carefully all the papers in connection with the above questions, I have now the honour to submit my report thereon and its applicability to the port of Victoria, Hongkong.

The subject will be best put forward under two headings—(1) the application of the views of the Venice Plague Conference to Hongkong, and (2) the views given by the Medical Officer of Health and his "suggestions."

(1). Views of the Venice Plague Conference.—The points agreed to at this Conference were that there should be medical inspection of *only* those vessels coming from an infected port and that such port shall not be declared infected simply because there are two or three cases of an infectious disease present. So far this is exactly in accord with the practice carried on in this colony. The Conference requires that in the case of "infected vessels" the sick be landed and isolated and certain processes of disinfection carried out; both of these are done here. But, however, it is required that the remainder of those on board be subjected to "observation" or "surveillance" and that all passengers and crew from "suspected" vessels be subjected only to surveillance. To carry out a process of "observation" in this colony would mean that the ship be detained in quarantine for a period of ten days from the date of exposure of infection or of the occurrence of the last case of sickness. This would be reverting to

the old days of quarantine with a vengeance and would create a great hue and cry from the shipping community. The only way to carry out "observation" is therefore the possession of an island, on which some 16,000 passengers can be accommodated and housed for 8 days or more at a time, as is done at Singapore, after which the vessel be disinfected and released. Unfortunately no such means are available in Hongkong. The conclusion, therefore, is that "observation" is impracticable in Hongkong at present and will continue to be so until the above condition is available. The report of the Venice Conference states that Her Majesty's Government made the reservation "that in the United Kingdom healthy persons shall not be subjected to observation i.e., detention, but only to medical supervision in their own homes," and further that even as regards infected ships, the imposition of observation is only inserted in the Convention as an alternative to surveillance, and surveillance is only permitted in the case of passengers and crews landing from suspected and healthy vessels. I consider it important to bear in mind these words of the report in dealing with the subject before us.

The question of the practical employment of surveillance next comes under consideration and will be best dealt with under the heading below.

(2).—Suggestions of the Medical Officers of Health.—The first part of these "suggestions" embodies that all vessels from an infected port undergo medical inspection on arrival here and be granted pratique after the sick, if any, have been removed and the vessel disinfected. Thus far this is exactly the practice carried out to-day in this Colony to the very letter and no additional regulations are required for this. As soon as a port is declared infected this is precisely what is done. Why there should be any hesitation by the Government in declaring any port infected, when once there is definite information of an epidemic disease prevailing, I do not see.

The next provision in the granting of free pratique in the suggestions (a) embodies that the names and addresses of all European, American, and Australian passengers should be given in order that they be subjected to a varying period of surveillance from 5 to 15 days. The number of such passengers being very small and being intelligent people to deal with, it is possible that this can be carried out and may be carried out if necessary. It must not, however, be forgotten that it is not the white population from whom the chief danger comes to Hongkong, but the native and Asiatic section. An occasional case of smallpox, it is true, occurs among the white community, but very rarely any other disease.

(b.) Under this heading the Medical Officer of Health wants all Asiatics and Africans similarly to furnish their names and addresses of destination and be subjected to medical surveillance for a like period, but further "each one must in addition furnish a reliable surety in the colony who shall guarantee in writing to the extent of \$50 that such person will continue to reside at the address given by him for a period of not less than ten days." This suggestion really seems to be too ridiculous to be seriously dealt with. The Medical Officer of Health must be absolutely ignorant of the conditions of the local immigration taking place in the colony to-day, or he would never have penned such a statement. I wonder how many of the 2,300 passengers daily coming into the colony could find such a reliable surety resident in the colony? I have no hesitation in stating that not more than one or two per cent. of such passengers could be found. Many of these passengers have never been in the colony before and many are returning after years of absence en route to their homes in the heart of China, and probably do not know a soul in Hongkong. For the information of the Medical Officer of Health I may state that practically the whole of this larger number, excepting a few from Singapore and America, are men who have scarcely 50 cents in their pockets and much less able to find a security of \$50. Further, if they were able to find such security, it is the height of improbability that they would ever come to this colony. Again by far the majority of those

who come to this colony, do not know where they are going to reside. One has only to watch the scramble which takes place when a steamer enters this port, by the native coolie-house runners bargaining with the passengers, to know how utterly impossible it is for them to give their addresses. Again whether they will remain one or ten days in the colony, it is impossible for them to know; it depends on whether they can get a contract to be sent to Singapore, Saigon or any other port and how soon they get this. Then comes the question of medical surveillance of these passengers. Let us take for example that Canton and Macao are plague infected. We have a daily average of 1,400 passengers according to the Harbour Master's Report. These men must be ten days under surveillance; therefore at the end of this period we would have 14,000 passengers to be kept under surveillance, assuming that they have given correct names and addresses. Does the M. O. H. mean to say for a moment that he can keep these 14,000 passengers under control for this purpose while in the colony? Who is to identify these 14,000 men on shore as being the same as those recently landed from the ships? The Police Force and Sanitary Inspectors would have to be more than quadrupled to do so, even if then it was practicable. I have taken very low figures, but what if Amoy or Swatow had plague at the same time, or again what if the epidemic was small-pox in Canton, we would have an accumulation of 15 days' passengers, meaning some 20,000 and more to be under medical surveillance. It really seems waste of time to argue this point any further. The Captain Superintendent of Police, who knows the colony, realised this at once when he stated in his minute to the Sanitary Board Circular (C. S. O. 974), referring to this subject, "that the supervision of passengers landed from an infected port is impossible here." I submit, therefore, that the question of medical surveillance of all passengers landed in Hongkong is under present conditions an absolute impossibility and ridiculous even on superficial examination.

The main point treated by the Medical Officer of Health is that "in the event of the required surety for any one passenger brought into the harbour from an infected port not forthcoming, the vessel will not be granted pratique." Therefore the vessel, without discharging her cargo, must return to the port whence she came with this one passenger who could not find a surety resident in the colony for \$50. I wonder what would be the effect to-morrow of informing the shipping firms that such a course had been adopted by the Government. I do not hesitate in saying that the whole shipping community would rise in a body and appeal to the Secretary of State, while resisting it to the utmost here. A civil war would scarcely be an exaggerated state of the case. Again, I have already shown that not more than one or two per cent. of the Chinese immigrants could find this surety. It would therefore mean a complete stoppage of the entire immigration of the colony. I submit, therefore, that it would not take long to ruin the colony if such an absurd proposition were adopted.

With reference to this question of medical inspection of all vessels the Medical Officer of Health has made, in various parts of these papers, statements which I cannot allow to pass unchallenged, inasmuch as I consider some of them quite wrong and others very liable to mislead and create a false and unnecessary alarm.

(a.) The *Cheang Hok Kian* case. There is an attempt to create a panic by alluding to "the great danger to the colony that would have accrued" had any one of these 50 coolies who landed from the *Cheang Hok Kian* found his way to one of the water reservoirs or filter beds while suffering from cholera." In the first place perhaps Dr. Clark is not aware that each one of those 50 coolies was examined prior to landing and showed no trace of disease. But for the sake of argument, if we assume that each one of these 50 coolies was suffering from cholera at the time, does Dr. Clark mean for a moment to say that these men were going to leave their sick beds to go out to Pokfulam, Tytam or Bowen Road filter beds, or other places. Has Dr. Clark seen a case of cholera? If he has, I am sure he would not suggest

such a thing which to my mind is the height of impossibility, to say the least of it. A cholera patient is not only disinclined to leave his bed, but is mostly unable to do so, much less to go for a chair ride or walk to these sources of water supply. The above statement made by the M. O. H. is calculated to create a gross and false alarm and bias the mind of any one unacquainted with the subject. It is more than likely that every one of these coolies who landed left Hongkong within 12 hours of their arrival for Canton, inasmuch as they were returned immigrants from Singapore on their way to their homes in China. Even if the medical inspection of all vessels was in force, these men would have landed all the same under surveillance, i.e., with the only difference of having given a name and address, which whether false or correct, would only be proved later on. A very exaggerated idea of the danger the colony has escaped exists in the mind of the M. O. H. whereas such danger was infinitesimal, if not nil. And certainly this case cannot be used as an argument for the medical inspection of all vessels.

(b.) In his minute to the Sanitary Board on the Quarantine Regulations, the M. O. H. states that "what is urgently required is the appointment of an additional Medical Officer of the Port," and, again, that "this is not the class of work a medical man would care to take up permanently," and yet he says that "no difficulty would be experienced in getting good men at a salary ranging from \$150 and quarters for a period of three years." I wonder if Dr. Clark would have come out at this salary for a period of three years. I think it is impossible to get good men at such a nominal salary, or if they did come out under a wrong impression they would resign in a month.

(c.) Dr. Clark thinks that these two medical men working each 6 hours a day could accomplish the Herculean task of medically inspecting all vessels, of doing the same to all junks and boats coming from different ports, and of attending to the emigration from the colony. From the Harbour Master's Report I find that the daily average of emigrants is 2,300, of crews coming into the port 1,388, and of emigrants leaving the colony 593; making a total of 4,281 men to be examined daily. Allowing the highest possible figure per minute for inspection—and a very poor inspection at that—viz., 3 men per minute, by simple arithmetic we have nearly 24 hours' constant work without a moment's delay of any kind. Everything must go like clock-work; not a minute must be lost in going from one ship to another, not a minute can the poor medical officer get for a morsel of food or a drink of water. Work! Nothing but work from daylight to dark! This is the "reductio ad absurdum" of the proposition. It therefore wants at least four medical officers to do the proposed work. Probably there is no port in the world with such stupendous figures for immigration and emigration. The port of London, which has nothing like the figures of Hongkong, has, I think, four medical officers doing the work and are further assisted by the Customs officers.

(d.) Finally the Medical Officer of Health says the expenditure upon launch and crew "would not exceed that incurred at present." The Harbour Master has shown that it would be essential to have two inspecting stations, one at each end of the harbour; therefore the medical officer on duty at each station would require his launch in readiness to go from one ship to another. Thus we have two launches. But a third would be required for the medical officer doing emigration duty, as there are very often three and four ships leaving the colony of a morning and requiring to be inspected for the passengers. So that we want three launches as a total and minimum and such was actually the case in the epidemic of 1894 in Hongkong when there were four medical officers and three launches at work. Again in the draft "Suggested Additional Quarantine Regulations," the following appears: "Provided always that when any vessel is not visited by a health officer within a period of 18 hours from the time of her arrival in the colony," then the vessel may come up to her anchorage and land her passengers. The M. O. H. evidently thinks that a vessel may under his scheme be detained as

long as 18 hours and even then not be examined. He is a little inconsistent here. Imagine the result if the English mail was detained 18 hours in the harbour for nothing, not even the pleasure of a visit from a medical officer. The ship has lost by this at least \$500 in wages alone. It would not take the P. and O. Co. and other shipping firms very long to be up in arms.

In conclusion, I submit that a series of more unpractical "suggestions" than those put forward by the Medical Officer of Health it is scarcely possible to conceive and could only have been put forward by one quite unacquainted with the ways and means of the immigration, emigration, and shipping of the colony generally. Further, I beg to submit (1) that this colony cannot at present adhere in its entirety to the articles of the Venice Convention; (2) that it is impossible to have a medical inspection of all vessels without a very heavy increase in the cost to the Government; (3) Medical surveillance is impracticable in this colony.

The only practical deduction is that a neighbouring port having an epidemic disease prevailing should be unhesitatingly proclaimed infected and medical inspection necessarily follows; the sick from any infected vessel removed to hospital as speedily as possible, the healthy allowed to go free, and the vessel thoroughly disinfected and released. Further, let the sanitation of the colony be perfected as speedily as possible and a regular and rigorous sanitary inspection of houses be maintained with a thorough enforcement of all sanitary regulations applying thereto and epidemic diseases will not gain a hold in the colony, even though an occasional case may be imported from the shipping. This was the foundation and rock on which the Sanitary Commissioners from Her Majesty's Government to the Venice Conference stood and which was the background of all their arguments.—I have the honour to be, sir, your most obedient servant,

G. P. JORDAN,

Health Officer of the Port.

Dr. J. M. Atkinson, P.C.M.O.

In reply to Dr. Jordan's report the Medical Officer of Health wrote the following minute:—I am very glad indeed that the Board has been furnished with the views of the Health Officer of the Port upon this most important subject, even though they are so emphatically opposed to my own, and some of the arguments adduced by him would certainly appear, to a casual observer, to be most conclusive, but unfortunately they are all based upon false premises and are therefore valueless as arguments against the adoption of a general medical inspection of the shipping of this port. On page 3, for instance, he characterizes as ridiculous the idea that every one of the 2,030 (he gives this figure incorrectly as 2,300) passengers arriving daily in this port could produce a guarantee of \$50. If he had read my minute a little more carefully he would have seen that I made no such suggestion; the guarantee was only to be furnished by Asiatics, etc., arriving from ports which had been proclaimed as infected, in accordance with our existing Quarantine Regulations, by the Governor in Council. On page 4, after having stated that scarcely one of the Chinese immigrants possesses 50 cents, he assumes that the same number will arrive daily from an infected port and, instancing Canton and Macao as the proclaimed ports, asks how the ten days' accumulation of guaranteed passengers, amounting, he suggests, to 14,000, can possibly be adequately kept under surveillance, and quotes a minute by the Captain Superintendent of Police from C.S.O. 974 in support of his contention. If he will look through some recent files of the Sanitary Board minutes he will find that the Captain Superintendent of Police is strongly in favour of prohibiting all Chinese immigration from infected ports, and a reference to Ordinance 5 of 1895 will show that from and after the publication of any such proclamation no passenger of Chinese nationality, whatever his means or respectability, may enter the colony by land or sea from the proclaimed port. My suggestion is intended to obviate this hardship by permitting the importation of Chinese from infected ports on the condition that they can be kept under surveillance for a short period after landing, and the only way that

I can suggest to effect this is by adopting the Chinese national custom of guarantee such as is already required of common lodging-house keepers, licensed boatmen, Chinese constables, district watchmen, ricksha and chair coolies, and even house-boys. The Health Officer of the Port must know that the furnishing of a guarantee by the above-named Chinese is purely a matter of insurance (the usual rate being about 5 per cent.) and that to avoid any such complication as that instanced by him in the second paragraph of page 5, the local shipping agents wishing to import Chinese from infected ports would probably act as their own underwriters in this matter. In other words, it would cost a Chinaman desirous of shipping from a port which had been proclaimed as infected to Hongkong about \$2.50 more than the ordinary fare, and in this way would undoubtedly relieve the colony of a number of destitute sick, while putting no insuperable difficulty in the way of the movements of the more reputable Chinese. In reference to the danger to the colony from the cases of cholera imported by the *Cheang Hok Kian*, it is useless to enter here into an academic discussion upon the etiology of this disease, for the Health Officer of the Port knows well enough that every outbreak of cholera that has occurred within the last fifty years has been traced more or less definitely to the contamination of drinking water. I now come to the question of the staff necessary to carry out a general medical inspection of the shipping of this port. It has been generally understood by the members of the Board at all discussions upon this subject that a medical inspection of passengers and crew of those steamers arriving in this port, carrying a surgeon, would be unnecessary provided that a certificate (somewhat similar to that furnished by the Customs officers at home) was signed by the Captain and countersigned by the surgeon, stating that there had been no sickness of an infectious nature during the voyage, and that the surgeon had seen every person on board during the 24 hours previous to the arrival of the vessel, and was satisfied that they were all in good health. To prevent fraud such surgeon must of course be a person entitled to be registered in this colony as a medical practitioner, under Ordinances 6 of 1884 and 4 of 1893. I only regret that the Health Officer of the Port was not aware of this understanding among the members of the Board, and its non-appearance in our minutes results probably from the impression that this would be more a departmental regulation to be propounded at a later date when the first principles of the inspection had been definitely agreed to. When it is remembered that all the mail steamers (including the P. & O., O. & O., N. P., and C. P. E., and the Holt, Shire, and Glen and probably other lines) all carry surgeons, it will be seen that not many of the thirteen steamers arriving daily will require a very prolonged visit from the boarding Medical Officer. Thus the time of these officers will be mostly occupied in attending to the junks and what is called local traffic, which is, in my opinion, a very important element in the introduction of infectious disease into the colony. I am willing to admit that I had not, in dealing with this question, considered the subject of the medical inspection of emigrants, but as the Health Officer considers this as an integral part of the port medical work (although most of it is, or may be, done on shore) I must now say that three medical officers would be required and that they should share the hours from sunrise to one hour after sunset. (In the port of London four assistant medical officers work the 24 hours round, each taking 6 hours duty.) It appears that the Health Officer has somewhat overstated the number of emigrants requiring medical inspection, for a reference to section 41 of Ordinance 1 of 1889 shows that only those proceeding to sea on a voyage of more than seven days' duration require certification, and from the Colonial Treasurer's receipts for last year this number would appear to be about 230 per day instead of 593. However, with three medical officers I am convinced that the work could easily be accomplished between the hours of sunrise and an hour after sunset, and, moreover, that the delay to shipping, especially steamers, would be infinitesimal. With regard to the maximum detention of 18 hours, it was, I thought, apparent that this was

intended to cover the interval between 6 p.m. and 6 a.m. and allow an hour or two in case more than one vessel was awaiting inspection, and seeing that vessels do not as a general rule enter this port at night, I did not think any great hardship was involved. With three medical officers, however, the regulation could be made that no vessel arriving after sunset outside the boundary line should under any circumstances be detained later than three hours after sunrise the following day. As a matter of fact the detention of steamers would never amount to anything like the maximum time, seeing that less than thirteen a day arrive in this port and that most of them carry surgeons. One word more as to the cost of this scheme with three medical officers. No one can be a more ardent advocate of a free port than I am and I have therefore no intention of suggesting that any charge should be made on the shipping for this medical inspection, but as a matter of curiosity I have worked out the cost per ton and per vessel and I find that the cost per ton would be one twentieth of a cent and the cost for each steamer arriving in this port would be an average of 60 cents and for each junk an average of 3 cents. I submit, therefore, that a general medical inspection of the shipping of this port is eminently practical (as practical, in fact, as its application has already proved in the port of London); that its cost would be comparatively small, and that the protection to the colony would be considerable. Also that the Board may in reason recommend the Government of this colony to become a party to the Venice Convention and that the best way to deal with vessels arriving from infected ports is that detailed in my minute of the 20th ultimo.

The following minutes were also appended:—

The Captain Superintendent of Police—I think medical inspection of all vessels arriving in the colony is not justified by past experience and therefore not necessary. "Surveillance" of Asiatics landed from infected ports is in this colony almost impossible. I think our present system has worked well and should be adhered to.

The Acting Director of Public Works—It appears to me that the medical inspection of all vessels arriving here is practicable, though no doubt there are considerable difficulties in carrying it out. I take it that it is not sufficient to inspect merely the passengers but that every person on board must undergo inspection. I am referring to the native craft more particularly. If this is so, then there are over 12,000 persons arriving at Aberdeen and Shaokwan in the course of a year. It is in the inspection of the native craft that the difficulty lies, in my opinion. The inspection is in great measure a question of expense.

The President—The Regulations of the Local Government Board, upon the consideration of which the motion of April 8th was made, refer only to infected ships and those suspected of being infected, and not to all shipping.

A discussion ensued.

The PRESIDENT—This mass of papers includes correspondence concerning the medical inspection of shipping and also the report of the International Plague Conference held in Venice in the spring of this year, which was sent to the Board for its consideration. With reference to the medical inspection of shipping, that originated, I think, with the transmission by the Local Government Board of a series of regulations dealing with plague, cholera, and small-pox in the ports of the United Kingdom. These were likewise sent to the Board for its consideration and at a meeting held on the 8th April last the President moved that it was desirable to establish in this colony the medical inspection of all shipping. I have gone over these regulations carefully and it appears to me that the members must have misread them. The regulations refer, not to all shipping entering the ports of the United Kingdom, but to infected ships or those suspected of being infected. I think you will find that is so if you refer to Part 2 of these regulations. All these regulations are practically carried out in this colony under the present system with this difference, that the Customs officer does not first board the vessels and that Article 15 is not carried out as surveillance is impracticable here. The boarding officer, who, I take it, practically corresponds to the Customs officer, visits

the ship, but he does not put the questions which are put at home with reference to the existence of infectious diseases on board. Part 2 of the regulations says that the officer of the Customs shall, on the arrival of any ship from a foreign port, visit the ship and ascertain as far as possible whether such ship is infected. The question he puts is: "Has any case or suspected case of cholera, yellow fever, or plague occurred during the voyage?" An answer is given and if such a case has occurred it is the duty of the Customs officer to order the ship to be moored in a certain spot, which here would be the quarantine anchorage, and he has to acquaint the Medical Officer of Health, who visits the ship and proceeds in the usual manner by isolating the sick, disinfecting the ship, and following out the procedure recommended in these regulations. That is what is practically carried out here, the difference being this. The boarding officer visits every ship that arrives in this colony. He enquires for particulars wished for at the Harbour Master's office and also ascertains if there are any cases of infectious diseases on board and if there are he orders the ship into the quarantine anchorage. But he does not report to the Medical Officer of Health. The Chamber of Commerce admitted in a letter which they have written in connection with this subject the desirability of the medical inspection of vessels from infected ports. That is already done here. Why there should be any hesitation by the Government in declaring a port infected when there is definite knowledge of the prevalence of a disease at such and such a place I cannot understand. A port must of necessity be proclaimed by the Government; medical inspection of all shipping from that port necessarily follows. Theoretically, the medical inspection of all ships is perhaps a desideratum in that it may prevent the importation of a few cases of infectious disease. I say "few" because during the ten years' experience I have had here I do not think there have been more than twelve cases in any one year that have come to the hospital direct from ships entering the harbour. I have been through the records and I do not think there have been more than twelve. Theoretically, I say, the medical inspection of all ships is to be desired, but is the necessary interference to trade which would follow so small as to make the inspection justifiable? There is also the matter of expense. The Harbour Master states that it would be necessary to have two receiving stations, one at either end of the harbour. Each receiving station would require a staff to maintain it, and I certainly think, taking into consideration the number of passengers that daily arrive here, the number of crews that daily arrive, and the number of emigrants that daily leave, that at least three medical officers would be required to carry on this if it is intended that all ships shall be examined on arrival. If three medical officers are required three steam launches would be required. I say three because there would have to be one at either station and there would also have to be another to examine emigrants on board the ships. But still, I do not know that we need consider the expense, which is a matter for the Government to decide upon. When medical inspection of all shipping was enforced here, namely, during the plague epidemic of 1894, all junks and even river boats were examined by four or five doctors, and I am informed that not one case of plague was detected on board the ships or junks. Chinamen are not likely to travel when they are ill and I suppose that is why no cases were found. Smallpox and plague are practically the only cases we have to consider. Smallpox occurs every winter and I take it we shall be more or less liable to plague in years to come, as the disease is evidently in the place and cannot be relegated by improved sanitation for some years. Cleanliness must be promoted, overcrowding prevented, and other sanitary measures adopted so that there will be no opportunity for the germs to grow. Talking of smallpox, I would mention here the desirability of urging upon the Government to order the periodical disinfection of the clothing in pawnbrokers' shops. The attention of the Government has been drawn to this question more than once, and it is

undoubtedly because of the old clothes that are kept in these shops that some of the infectious germs are in our midst. I consider that the present system of inspecting ships is well adapted for local requirements; an improvement undoubtedly would be for the Government to appoint Dr. Jordan's assistant his deputy so that there need be no delay in the signing of bills of health, inspection of ships, and the examination of emigrants proceeding to Singapore and America. With regard to the Venice Commission I think we may recommend the Government to adhere generally to the convention, but we cannot do so in its entirety as surveillance is practically impossible in this colony. To subject passengers and crews of infected ships to a period of ten days' observation means that some quarantine station similar to that at Singapore for the housing of thousands of persons would be necessary, as there may be three or four ships arriving from infected ports in our immediate vicinity. I am informed there is no place near the colony where such a station could be erected. With regard to surveillance, I do not see how it can be carried out where two or three thousand passengers are arriving daily, presuming that we had plague at Canton. I do not see how so many passengers as come from there could be inspected and for each one to find a surety, as the Medical Officer suggested, that they would remain at a certain address for a given time. I do not see how such numbers could be supervised. So that I think surveillance is practically impossible in this colony. With regard to infected ships—by that I mean ships arriving with disease on board, say with plague on board—we should have to deal with each one individually, not having any quarantine station where passengers could be kept during the incubation period of the disease, whatever it might be. I thought it better to place these views before you, but of course I shall be very pleased to hear any member if he has anything to say.

The MEDICAL OFFICER OF HEALTH—Mr. President, I am in rather an unfortunate position in that I am the only member of the Board present now who happened to have been present on the 8th April last, when the resolution was passed in regard to quarantine regulations; but I can assure the Board that there was no misunderstanding with regard to the regulations of the Local Government Board. I think the members of this Board know that I have had much experience at a port at home during the cholera epidemic at Hamburg in 1892 and 1893, and I know exactly what was done then and what are the general regulations in regard to the arrival of ships from foreign. They are that no vessel can communicate with the shore unless it has first been boarded by a Customs officer. You say that a boarding officer corresponds with the Customs officer at home. I say he does not, because the boarding officer does not board each vessel before she communicates with the shore, and therefore if we are to rely on the boarding officer in future he must pay his visit before the ship communicates with the shore. That would be an admirable system, but I do not think it would be so admirable as having three medical officers to do this work.

The CAPTAIN SUPERINTENDENT OF POLICE—The police board the ships.

The MEDICAL OFFICER OF HEALTH—What information do they get?

The CAPTAIN SUPERINTENDENT OF POLICE—They could get information.

The MEDICAL OFFICER OF HEALTH—If that can be done it opens out a fresh way of preventing the ships bringing infectious cases into this port and landing those cases. With regard to the question of the reluctance of the Government to declare a port infected, there is no doubt that reluctance does exist. A short time ago the Board asked the Government to declare Amoy an infected port and the Government regretted they were unable to do so. Whatever the explanation may be the fact remains that the Government are not inclined to declare ports infected and so necessitate the medical examination of ships from such ports before they communicate with the shore. I could give you other instances, but Amoy is the most recent one. Your statement that not more than a dozen cases of infectious disease were admitted during the course of one

year direct from the shipping to the hospital is, I think, in favour of the idea that the cases get ashore before the Medical Officer gets on board. My statistics show that last year more than fifty per cent. of the cases of infectious diseases occurring in this colony (exclusive of plague cases) were imported, although it is perfectly true that not all of them had developed the disease when they arrived here. With regard to your remarks about the plague in 1894 the explanation is that the Medical Officer who boarded the junks did not ferret out the nooks and corners, whereas my suggestion is that each medical officer should have an interpreter so that while the medical officer is inspecting the people on the deck the interpreter shall be below looking around to see if there are any sick people hidden there. As you have moved no resolution on the question of the medical inspection of vessels—for I take it there are two distinct questions before us—I beg to move—"That the report of the Health Officer of the Port, together with the minutes of members, be forwarded to the Colonial Secretary for the information of His Excellency the Governor." That resolution does not pledge the Board to any decision whatever. On the 8th April last the Board passed a resolution in reference to quarantine regulations. The resolution was proposed by the President, seconded by the only unofficial member of the Board, Mr. Ede, and supported by the Colonial Surgeon, so that presumably there was some reason for such a resolution, and sooner than interfere with it I move the resolution I have just read out. Then in regard to the Venice Convention, you say you think this Government may adopt the convention, but that they cannot adopt it in regard to the surveillance or observation. In that case I do not see how the Government can adopt the convention when the convention clearly lays down that certain things for surveillance and observation shall be carried out. It seems to me deplorable that the sanitary authority of an enlightened British colony should confess their inability to subscribe to a sanitary convention recommended by our own Government and adopted by every one of the European powers—eighteen in all—some of whom are certainly not so enlightened in sanitary matters as ourselves. It should be remembered that that convention applies solely to plague and it recommends that persons arriving from plague infected ports should be subjected to one of two systems—either detention in a boat or lazaretto for ten days, including the length of the voyage, or surveillance, which means that the persons may proceed to their destination but will be followed there and a general supervision exercised over their movements. Great Britain has wisely decided to adopt the system of surveillance as it does not interfere with shipping and practically protects the country from an outbreak of plague. Each of the countries subscribing to the convention may impose certain additional restrictions and in such a colony as this, surrounded as we are by Asiatics, I have thought that an additional restriction in the way of guarantee would be of great advantage as the sanitary authorities will then be acquainted with their movements for a period of ten days. I think, sir, that the result of such a regulation as that would be that, instead of having, as the Health Officer of the Port tells us, hundreds of destitute coolies arriving in the colony from plague-infected ports, we should have a few respectable Chinese, and those respectable Chinese could be supervised. If we only look at the alternative we can see the advantage of this system. The alternative, which I am in favour of if anything better is not adopted, is the total prohibition of immigration from plague-infected ports. The Captain Superintendent of Police is a strong advocate of such a prohibition and he will doubtless support me in this if the other fails. It is a matter for the shipping firms to decide whether they prefer to prevent all communication with infected ports or to allow those to come here who are prepared to furnish the necessary guarantee. I submit that if we demand this guarantee we shall have in the place of hundreds of destitute coolies a few respectable Chinese, and over those we can exercise sufficient surveillance. I

therefore beg to move:—(1) "That the Board beg to recommend the Government to become a party to the Venice Convention of 1897 in compliance with the advice contained in the letter of the Secretary of State for the colonies." (2) "That the Board are of opinion that the scheme of medical surveillance of all persons landing in this colony from any port which has been proclaimed infected in accordance with Quarantine Regulation No. 1, and the provision of guarantees by all such persons as are of Asiatic or African nationality, is a practicable one and beg to recommend its adoption by the Government in the manner suggested by the Medical Officer of Health."

The ACTING DIRECTOR OF PUBLIC WORKS—These subjects are closely allied, no doubt, because without medical inspection of vessels it would be impossible for this colony to subscribe to the convention and to become members of the convention. Therefore the one holds very largely on the other, and I must say that it appears to me there would be very considerable difficulties attending it in the matter of expense, because I do not think myself that a staff of three medical officers could possibly look after the whole of the work. I think that with the long hours during which ships arrive and the climate that we have here during a considerable portion of the year, it would be physically impossible for these men to perform their duties through these long hours. However, I think it is our duty as the sanitary authority of this colony to do all in our power to take every step we can towards preventing the outbreak of any serious disease, and therefore I beg to second the motions proposed by the Medical Officer of Health.

The PRESIDENT—I think you are mistaken in understanding that the convention refers to the medical inspection of all shipping. The convention deals with only one disease, namely, plague, and it only refers to cases arriving from ports in Europe.

The MEDICAL OFFICER OF HEALTH—The convention already applies to the Straits Settlements and I think that would not be the case if it only applied to European ports.

After some conversation respecting the resolutions the PRESIDENT said—With reference to the inspection of shipping it is the duty of the captain of any vessel to proceed to the quarantine anchorage—

The MEDICAL OFFICER OF HEALTH—It cannot be proved that he has a knowledge of infectious diseases.

The PRESIDENT—Therefore I do not think it is any good recommending action by the Government that cannot be followed out. It is of no use recommending the Government to carry out the recommendations of the Venice conference because there is no quarantine station here where we can keep 500 or 600 people for ten days under observation. The alternative system of surveillance is, I think, an impracticable one, and I move as an amendment—"That a letter be addressed to the Colonial Secretary advising that (a) the medical inspection of the shipping in this colony be carried on as at present, but that to bring the practice here more into accord with that at home that Part 2 of the Regulations issued by the Local Government Board be incorporated, as far as practicable, into the present Quarantine Regulations, an officer of Police or of the Harbour Department being substituted for an officer of Customs. (b). To prevent any unnecessary delay in the signing of bills of health, examination of emigrants to America and Singapore, Dr. Jordan's assistant be appointed Deputy Health Officer during such time he is his assistant. (c) The next incumbent of the post of the Health Officer of the Port to devote the whole of his time to the duties of the post."

The MEDICAL OFFICER OF HEALTH—I am content with that if you say that every vessel entering the harbour shall be boarded by somebody and a declaration given by an officer before the ship communicates with the shore. That is done at home and it works very satisfactorily.

The PRESIDENT—If you agree to this amendment, Dr. Clark, will you withdraw your original motion? I am quite willing for the minutes and the whole of the correspondence to be forwarded to the Government.

The MEDICAL OFFICER OF HEALTH—I would sooner the Government gave its decision.

The Chamber of Commerce might decide which of the alternatives is preferable.

The PRESIDENT then read his amendments and after some conversation respecting the last two paragraphs of the amendment,

The CAPTAIN SUPERINTENDENT OF POLICE said—I beg to second your amendment, and in doing so I would say that I do not think any necessity has been shown for any such radical change in the medical inspection of vessels arriving in the port as has been suggested in the original resolution. The great point about the practice at home is undoubtedly the surveillance, which of course presents an enormous difficulty here, and Dr. Clark has suggested that it might be got over by a system of guarantee. In the first place, as you have pointed out, the enormous number of passengers arriving in this colony renders the putting into effect of that system of guarantee one of great difficulty. I do not believe that it could be successfully coped with myself, but in any case I think it has escaped Dr. Clark's attention that the guarantee system could be very easily avoided. It could be put into effect only against an infected port. Take the port of Swatow, against which we issued a proclamation only this year. The coolies went from there to Canton, transhipped, and came on here by the Canton steamer and laughed up their sleeves at the Hongkong Government. If you enforced the guarantee system against Swatow they would do the same thing and escape. Therefore I do not think the system would work and I beg to second the amendment. I think, with some slight matters which you have suggested, that the existing system of medical inspection is good enough for Hongkong for some time to come.

The amendment was then put. The President and the Captain of Superintendent of Police voted for it and the Acting Director of Public Works and the Medical Officer of Health voted against it. The President gave his casting vote in favour of the amendment, which was therefore carried.

The PRESIDENT—With reference to the Venice Convention I think it was understood that probably some of the colonies might not adhere to it, because in the Secretary of State's letter he said Her Majesty's Government had agreed that the convention shall, after ratification, apply at once to India and the Straits Settlements, but not to any other British colony or possession, unless its adhesion is notified to the Italian Government within a year from the date of ratification. The Government hoped, however, that the colonies generally would adhere to the convention. As the local conditions are such that it is impracticable for a system of surveillance to be carried on I propose—"That a letter be addressed to the Colonial Secretary advising the Government that this colony cannot adhere in its entirety with the convention as there is no quarantine station here where passengers and crews of infected ships can be kept under 'observation,' and that the alternative 'surveillance' is impracticable here owing to local conditions and the great numbers of the coolie traffic."

The CAPTAIN SUPERINTENDENT OF POLICE—I beg to second.

Only the mover and seconder voted for the motion, which was carried by the casting vote of the President.

MORTALITY STATISTICS.

For the week ended 31st July the death rate was 23.8 per 1,000 per annum, as against 17 for the corresponding period of last year; for the week ended 7th August the rate was 17.4, as against 21.5, and for the week ended 14th August the rate was 25.1, as against 1.78.

ADJOURNMENT

The Board then adjourned until Thursday week.

A few days ago we (*Mercury*) stated that an enquiry into the cause of the death of the son of Mr. J. Chambers had to come before the German Consul-General. We now learn that the German Court is about to take steps, and the other powder which remained has been sent to Hongkong by the German Consul-General for analysis, and probably the body of the child will have to be exhumed. The enquiry therefore at the German Court has been postponed indefinitely.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, held at 3 p.m. on the 13th August, —Present: Messrs. R. M. Gray (Chairman), Herbert Smith (Vice-Chairman), Hon. J. J. Bell-Irving, Messrs. T. Jackson, St. C. Michaelsen, N. A. Siebs, T. H. Whitehead, and R. C. Wilcox (Secretary).

The minutes of the previous meeting were read and confirmed.

NEW TREATY PORTS IN KOREA.

Read letter from Government, dated 10th ult., announcing receipt of a telegram from Peking to the effect that the Korean Government had officially notified H. B. M.'s Minister that the ports of Chenampo and Mokpo will be open to foreign trade from the 1st October next.

Acknowledged on 13th ult. and copies sent to local Press.

ERECTION OF A LEKIN FARM IN KWANGSI.

A letter having been received (16th July) from Messrs. Arnhold, Karberg & Co., announcing the formation of a syndicate, under official sanction, to farm the lekin on kerosine and matches in Kwangsi, the Chamber addressed a letter to the British Consul at Canton on the subject, and on the 27th July received a despatch stating that the syndicate in question had been instructed to suspend operations. (Copies of the correspondence already published in local Press).

Read letter from Messrs. Arnhold, Karberg & Co., dated 29th July, thanking the Committee for their prompt action in the matter. Letter was acknowledged same day.

THE EASTERN MAIL SUBSIDY.

Read some correspondence in reference to certain information required by the Sub-Committee on which to base an opinion asked for by the Government and which the Postmaster-General had undertaken to apply for at the General Post Office. From the reply of the latter, copy of which had been forwarded to the Chamber, it appeared that there had been some misconception of what was required, which suspicion was confirmed later on by receipt of a copy of the Postmaster-General's letter to General Post Office.

Resolved to write again to Mr. Thomson asking him to be good enough to make another application for the desired information and mention that it was required for the Chamber of Commerce.

ALLEGED INFRINGEMENT OF TRADE MARK.

The Government having, under date 29th July, forwarded copy of a letter from Messrs. Marsland, Son & Co., of Manchester, to the Secretary of State for the Colonies, complaining of the imitation of one of their trade marks by Belgian manufacturers and consequent loss of market in Hongkong for their goods, at the same time suggesting that some system of registration might be formed which could be adopted to cover Great Britain and all her Colonies.

A reply was sent on 5th August, pointing out that the complaint was very vague, and that there is already a registration of trade marks in this Colony.

OFFICIAL RECOGNITION OF BRITISH FIRMS AT NEW TREATY PORTS.

Read letter (dated 7th August) from Messrs. A. S. Watson & Co. enclosing copy of one from British Consular Agent at Shashih stating that he did not feel authorised to insist upon the recognition of their business (established there nearly 15 years ago and under Chinese Management) as a British firm without further information. Messrs. A. S. Watson & Co. applied for the advice of the Chamber in the matter.

Decided to reply advising Messrs. Watson & Co. to apply to the Consul-General at Shanghai for full information as to their rights and position, or, if they prefer it, to offer to write for them.

THE DANGEROUS COAST OF SOCOTRA.

Hon. T. H. Whitehead moved the following resolution:—"That in view of the admittedly grave danger to human life and peril to shipping from Socotra, an island under the control of the Aden Political Agency and situated in one of the chief trade routes of the world, the great maritime highway between Europe and

India and the Far East, as was evidenced by the recent grievous loss of life through the lamentable wreck of the P. & O. Company's steamship *Aden* off the eastern extremity of that island, and the terrible sufferings of the survivors, this Chamber addresses the Board of Trade and urges that prompt measures be taken by the British Government to thoroughly investigate the question and ascertain in the light of actual experience how best the perilous shores of Socotra can be rendered less dangerous to shipping than they now are, and take such steps as may be deemed necessary to obviate the dangers, and that this Chamber forwards copies of the said letter to London and other Chambers of Commerce and shipping Associations."

The resolution was adopted.

TRANSIT PASS GUARANTEE FUND.

It was agreed, on the motion of the Chairman, to cancel the guarantee signed 19th September, 1894, for the purpose of making trial consignments of goods to some of the interior markets, as the question has been settled and there is no longer any necessity for retaining the guarantee in existence.

(Correspondence.)

THE DANGEROUS COAST OF SOCOTRA.

Hongkong General Chamber of Commerce, Hongkong, 17th August, 1897.

Sir,—I have the honour to address you, by desire of my Committee, on the perils which at certain periods and under certain conditions beset navigation in the vicinity of Socotra.

The dangerous nature of the coast of this island, which is situated on one of the chief trade routes of the world, namely, the great maritime highway between Europe, India, and the Far East, has for many years past attracted attention and at intervals raised strong apprehensions of disaster. The recent lamentable wreck of the P. and O. S. N. Co.'s steamship *Aden* on its coast, attended as it was by a deplorable loss of life and most pitiable sufferings among the survivors, has served to arouse fresh notice and to deepen the desire among all those interested in maritime trade to avert similar calamities in the future.

Actuated by this desire, my Committee instruct me to urge on Her Majesty's Government the necessity for a comprehensive and well considered investigation of the question, in order to ascertain from the light of experience if by any means the shores of Socotra can be rendered less perilous to shipping than is now the case. This Chamber therefore respectfully prays, that the Board of Trade will take such steps as may to them appear best calculated to achieve that most desirable object.—I have the honour to be, sir, your most obedient servant.

R. M. GRAY, Chairman.

To Right Hon. C. T. Ritchie, President of the Board of Trade.

INFRINGEMENT OF TRADE MARKS.

Colonial Secretary's Office, Hongkong, 29th July, 1897.

Sir,—I am directed to transmit for the consideration of the Chamber of Commerce the enclosed copy of a letter addressed by Messrs. Marsland, Son & Co., of Manchester, to the Secretary of States for the Colonies, and to request the views of the Chamber on the subject therein dealt with and most especially in regard to the suggestion made in the first paragraph.—I have the honour to be, sir, your most obedient servant.

J. H. STEWART LOCKHART, Colonial Secretary.

The Secretary, Chamber of Commerce.

Manchester, 13th August, 1896.

To Her Majesty's Secretary of State for the Colonies.

Sir,—We had occasion to wait upon you on Tuesday last with reference to one of our trade-marks, viz., the "Horseshoe," which is being imitated by Belgian manufacturers, and sent in large quantities to Hongkong. Seeing that quite recently circulars have been issued asking for information as to why British goods were not in greater demand in the Colonies, and how the trade between Great Britain and its Colonies could be extended, we thought that this matter would be of the greatest possible interest to you, the more so as it is not an isolated case, but one which is frequently coming up. We

had further hopes that you would be able to render us some assistance in this matter, seeing that our mark is registered in Great Britain.

Our English agents, Messrs. R. D. Warburg & Co., will communicate with you with reference to the same matter and will furnish you with proofs, in the form of documentary evidence, of the injury done by such practices to British manufactured goods.

We must apologize for troubling you upon such a matter, but feel sure that it will be of interest to you to know that such practices are being carried on.

If we might offer a suggestion, we should say that it would facilitate the sale of British manufactures if some system of registration could be adopted which would cover Great Britain and all her Colonies.—Yours &c.

MARSLAND, SON & CO.

A COAL FIELD IN KWANGSI.

Hearing reports of large quantities of coal existing in one of the districts of Kwangsi and very fair samples being forthcoming, the writer seized a favourable opportunity and journeyed to the district indicated.

The way thither lay through some very interesting country, differing widely from that on the banks of the West River. The smell of new mown hay and the song of the skylark in the upland valleys were pleasing novelties. A striking physical feature of a large district is the number of tors rising out of the comparatively level land of the valleys. Sometimes singly and sometimes in groups, they give the impression of rocky islets in the bed of a dried up sea. This impression is strengthened by the fertile land around their bases and the deep beds of gravel outcropping on the river banks in the neighbourhood.

The tors vary in shape, height, and bulk in endless variety. Some have assumed most fantastic shapes, either through the action of water when submerged or effects of weather since.

One huge rock viewed in profile has at one end the lines of the bows of a gigantic three decker line of battleship of Nelson's time, while another has a square Norman tower, with gables, pinnacles, overhanging balcony, nearly all complete. One and all they are honeycombed with holes and caves, some of which are said to extend for long distances underground. One which I explored for a short distance had chambers of great height in certain places, and it was said to extend for a "day's walk" underground.

A part of the coalfield was reached twelve days from leaving the West River. To anyone who has travelled in China it is needless to say that directions given were contradictory and all more or less wrong. As an instance, in order to escape the fatigue and heat of a land journey between two places, inquiry was made if it could be done by boat on a neighbouring stream. The first answer was no, second answer yes, but it would take two days. As the distance by land was 40 to 80 li I tried the river and arrived at the destination six hours from the start.

One small section of the coalfield has been worked for about three years in Chinese fashion, but to my surprise I found the officials were letting the enterprise alone, having so far only levied a small lekin charge on coal sent away by water.

The workings are of larger extent than would be expected, one pit which I entered having, it is said, 15 to 20 li of tunnels, slopes, and galleries. There are no vertical shafts to the mine, the entrance being a hole in the hill side, with a sharp slope for 40 to 50 feet, then a level for a few hundred feet, another slope, and so on. The tunnel is about 4 feet in height, fairly well timbered with fir poles, with coarse matting behind to keep small stuff from falling down. Water was dripping in places, but nothing of any consequence. No provision had been made for ventilation, but the air was respirable, and the oil lamps burnt well. The heat was, however, terrific and combined with the exertion of creeping along the passages and down the slopes made the trip a very exhausting one.

The coal, some seams of which are quite near the surface, is hard, but brittle, and easily won with pick and shovel. It is carried to bank in

baskets holding about 120 catties each, which are pulled and pushed over a rough tramway, made of trunks of small pine or fir trees. At the slopes these have blocks placed transversely between them, making a rough stairway for the coolies to ascend and descend. The carrying is done in short stages, each man going a few yards with his loaded basket and returning with the empty one the same distance, when he is met by the next in relay, the chain of coolies stretching from the workings to the bank. When in full work the output of this pit is about 200 tons per day, or a ton per man per day, including hewers, putters, and bank men.

The lights used are the ordinary earthen saucer filled with teaseed oil with two or three wicks to each, and they burn freely in the deepest parts of the mine.

Of the coal now raised it may be said that it shows the effect of water action, but its fuel value is by no means to be despised, and I have very little doubt that the seams would improve in quality vastly at a greater depth.

Without pretending to have any accurate idea of the extent of this coalfield, I know in one direction it extends for sixty miles, as my course lay through it for that distance, and probably it extends over a very wide area indeed.

The coal has been worked by surface digging for very many years, and the practice was to convert it into coke on the spot, and convey the coke to an iron mining district lying to the westward, where it was used in smelting the ore. Long ranges of coke ovens now disused, and gangs of coolies carrying the coal, show that the smelting is now carried on in a different manner.

The fact that within ten days' water carriage of Hongkong there exist immense deposits of coal, good enough in quality for all ordinary purposes, the low cost of winning and carrying which should place it on the market here at a price beyond competition, should also, given a little enterprise on the commercial side and a little energy and firmness on the diplomatic, have immense effect in the coming industrial development of this colony.

F. W. WATTS.

18th August, 1897.

REVIEW.

Treaties between the Empire of China and Foreign Powers. Together with Regulations for the Conduct of Foreign Trade, etc., etc., etc. First Edition, 1877, Edited by WILLIAM FREDERICK MAYERS, Chinese Secretary to Her Britannic Majesty's Legation at Peking. New and Enlarged Edition issued by the Publishers, 1897. Shanghai: Printed and Published at the North China Herald Office. 1897.

THIS invaluable work, which first appeared twenty years ago, has been long out of print but as there is still a demand for it the publishers have been led to issue this new and enlarged edition. Several important additions have been made to the original contents. To the agreements concluded with Great Britain have been added the Additional Articles to the Chefoo Convention, the Opium Article, the Chungking Agreement, and the Sikkim Treaty. For the sake of completeness it is to be regretted that the treaties relating to Burmah have not been included, especially the last one, to which is appended the special article relating to the West River, but the book had probably passed through the press before the last mentioned treaty was published. To the agreements with France that appeared in the first edition have been added the Patenotre Treaty of 1885, the Tonkin-China Regulations 1886, the Constans Convention of 1887, and the Gerard Convention of 1895. We would have been glad to see space found also for the Berthemy-Gerard Convention relating to the acquisition of lands and properties by the Roman Catholic Church. The agreements with the United States are the same as those given in the first edition; it is a little remarkable that the Immigration Treaties since concluded have not been inserted. Other additions are the Supplementary Convention of 1880 with Germany, the Portuguese Treaty, and the Shimomoseki Treaty with Japan and the Treaty of Commerce and Protocol relative to Settlements concluded with the same country in 1896. The treaties are printed with the original side

notes and reference is facilitated by a complete index of subjects. The book is a production on which the publishers may be congratulated and which no one interested in the political or commercial relations of foreign countries with China can afford to be without. We would suggest that a supplementary volume should be issued embodying the instruments to the omission of which reference has been directed above.

THE POLICE SCANDAL.

INSPECTOR BAKER DISMISSED.

On 23rd Aug. Inspector Baker was dismissed from the Police Force for gross neglect of duty in not discovering and in not reporting an unlawful common gaming house at No. 2, Wa Lane. Inspector Baker has been in the local Force over twenty-four years and his dismissal was the outcome of a private inquiry held by Hon. F. H. May, Captain Superintendent of Police, and Mr. H. L. Denny, Crown Solicitor.

DETECTIVE-SERGEANT HOLT DISMISSED.

On 24th Aug. Detective-Sergeant Holt was dismissed from the Police Force, the reasons given by the Captain Superintendent of Police being that he neglected to report a common gaming house at No. 2, Wa Lane and that he received bribes from the same house.

A DISGRACEFUL CASE OF MILK ADULTERATION.

At the Magistracy on Saturday, 21st Aug., before Hon. H. E. Wolehouse, Tang Chiu Ki, the owner of a cattle shed at No. 1, Kennedy Street, was summoned at the instance of Dr. Clark, Medical Officer of Health, for selling to Inspector J. T. Cotton, an article of food, to wit, twelve ounces of milk, which was not of the nature, substance, or quality of the article demanded by the purchaser.

J. T. Cotton, Inspector of Nuisances said—On 7th inst., at 3.15 a.m., I visited No. 1, Kennedy Street, Wanchai, acting under written instructions of the Medical Officer of Health. I saw seven cows in a shed belonging to the defendant. I also saw two tins of about 5 gallons capacity. I asked defendant for one pint of fresh cow's milk. He told me he had none bottled. I asked him to fill me a pint from one of the cans. He poured the milk into three 4-ounce bottles. I then tendered eight cents and told him I was going to have the milk analysed. I sealed the bottles in his presence with the Sanitary Board stamp. I asked him to retain one in his possession. I asked him to whom he supplied the milk; he said he supplied it to Mr. Kennedy. I went down Queen's Road East, and waited till the man left with the two tins, and shadowed him all the way to Mr. Kennedy's place at Garden Road. I then returned home and locked the two bottles in my desk. At nine o'clock I went to the Government Civil Hospital and handed one sample to the Government Analyst, and gave the third one to the Medical Officer of Health. There are seven cow buffaloes in the shed at No. 1, Kennedy Street. About eight o'clock in the morning he came to my house and asked me to change the milk, and said he wanted to change the bottle, as that milk was not good. He asked me not to say he supplied it to Mr. Kennedy at all. He offered to give me a "good cumshaw" to change the milk. I was in bed at the time. He told me he was also supplying the same milk to the tea-shops in the town.

Mr. F. W. Browne, Government Analyst, said the milk handed to him by Inspector Cotton contained 39 per cent. of added water. It was a very bad case of adulteration.

Defendant said he did not know water had been added to the milk. Perhaps a foki committed the offence.

His Worship—I consider this is a most disgraceful case. You are supplying milk to one of the principal milk dealers in the place who is supposed to sell his own milk, and your milk contained 39 per cent. of added water. This milk would probably be supplied to Mr. Kennedy's customers and he would not be aware of the adulteration. You are fined \$100 or three months' imprisonment. It is a disgraceful case.

DR. CLARK ON ENTERIC FEVER.

The following report on certain cases of enteric fever was laid before the Legislative Council on 23rd Aug. —

Sanitary Board Offices,
Hongkong, 20th August, 1897.

Sir—I have the honour to submit, for the information of His Excellency the Governor, the following report concerning the cases of enteric fever which have occurred in the colony during the current year:—

Fifty-six cases have been reported to me, of which forty-three were Europeans, seven were Chinese, five were Japanese and one an Indian; of these fifty-six cases, nineteen were imported into the colony by the shipping, leaving thirty-seven cases to be accounted for locally, twenty-seven of which were of European nationality. In some of these, it has been impossible to trace, with any degree of certainty, the source of the infection, and in such I have been compelled to fall back upon the theory of an infected food-supply of Chinese origin: in the series of European cases, however, which occurred during the month of June, it is very clear to my mind that they must have had some connection with the milk supplied to these persons, and this conviction became more certain when I proved that such milk-supply was in part derived from Chinese sources, and that these sources were extremely liable to contamination, owing to the adulteration of the milk with water. In a report upon this subject submitted by me to the Government last month, I suggested the introduction of an Ordinance similar in effect to the Imperial Infectious Diseases Prevention Act of 1890, empowering the Government to prohibit, for a time, the supply of milk from any dairy when such milk is likely to cause or has caused infectious disease in the colony, and I have drafted, for the approval of the Honourable the Attorney-General, a Bill which would furnish these powers.

The most recent cases of enteric fever which have been reported are six Chinese cases, all from one address, and these are clearly traceable, in my opinion, to an imported European case, the patient dying, shortly after arrival, in one of the Missionary Homes in the City.—I have the honour to be, sir, your most obedient servant,

FRANCIS W. CLARK,
Medical Officer of Health.

Honourable J. H. Stewart Lockhart, Colonial Secretary.

MR. CHAMBERLAIN ON THE COLONIAL TROOPS AT THE JUBILEE CELEBRATION.

The following despatch has been forwarded to us for publication:—

Downing Street,
16th July, 1897.

Sir,—The time has arrived for the departure from this country of the various component units of the remarkable military assemblage which has constituted one of the most striking features of the recent Jubilee Celebrations; and I cannot allow the occasion to pass without expressing the great satisfaction of Her Majesty's Government that such a unique and characteristic gathering of Her Majesty's Colonial Forces should have been so successfully brought about.

2.—The Colonial Troops have attracted the marked attention, not only of the British public, but of military experts of all nations; and by their soldier-like bearing and appearance, and their discipline and general behaviour, both on parade and in quarters, they have won the highest opinions on all sides.

3.—Her Majesty's Colonial Forces during their stay in England have been treated in all respects as regular soldiers; they have readily and cheerfully conformed to every requirement of regimental and barrack discipline, and by an intimate association with their comrades of Her Majesty's Regular Forces have become acquainted with every detail of a soldier's life.

4. It has been a particular satisfaction to Her Majesty's Government that this great occasion has been the means of bringing together men of all creeds and of all races, who although coming, as many of them have done, from widely separated portions of the Empire, are all united

by one bond of allegiance as soldiers of Her Majesty the Queen Empress.

5. Her Majesty's Government feel that they are justified in hoping that the effects of this exceptional military gathering will be permanent, and that the Imperial and National interests, which have been by this means so forcibly illustrated and brought home to the minds of all classes of Her Majesty's subjects, will now be realized in a manner that has been scarcely possible before. They can hardly doubt that the events of the last few weeks will have done much to knit closer the bonds of union between the Colonies and the Mother Country, and to this end the presence of the Colonial Troops will have largely contributed.

6.—I will only add, in conclusion, the expression of my hope that the troops will carry with them to their homes pleasant memories of their visit, and that their stay in this country will have proved not only agreeable but instructive, and I feel confident that in years to come it will be a source of pride and satisfaction to those who are now leaving our shores to think that they have taken part in this great and important national demonstration.

7.—I shall be glad if you will publish this despatch.—I have the honour to be, sir, your most obedient, humble servant,

J. CHAMBERLAIN.

Governor Sir W. Robinson, G.C.M.G., &c., &c.

THE NEW MAGAZINE GAP ROAD.

The following is the report of the Public Works Committee on the new Magazine Gap Road, on account of which a vote was taken at yesterday's meeting of the Legislative Council:—

The Committee considered a plan laid before them by the Acting Director of Public Works for the construction of a road from Plantation Road, Tramway Station, to Magazine Gap. Total estimated cost, including sewer and water main, \$33,000.

It was unanimously agreed that the construction of the Road should be undertaken forthwith at an estimated outlay of \$20,000; the concreting of the surface of the road and the laying of a sewer and water main being deferred until some of the building sites rendered available have been sold. It was further recommended that the steepest gradients be reduced, if possible, notwithstanding that the cost of the work might be increased by so doing.

THE COLONY'S STERLING PAYMENTS AND DOLLAR EQUIVALENTS.

In reply to a question by the Hon. T. H. Whitehead a return was laid on the table of the Legislative Council on 23rd Aug. showing the sterling payments disbursed by the Colonial Treasury during the years 1890-1896 and the estimated payments for 1897 and 1898. The items are set out in detail, the totals being as follows (fractions omitted):—

1890	£49,721=	\$295,216
1891	56,613=	356,388
1892	59,766=	422,497
1893	51,458=	404,657
1894	56,450=	536,492
1895	46,414=	434,587
1896	52,110=	482,106
1897 about	52,000	
1898 "	52,000	

Says the *Singapore Free Press*:—When seven or eight years ago we deplored the fact that co-operation amongst the Eastern Crown Colonies on public affairs was then made difficult by the fact that Hongkong was at that time without any political association to take the initiative in such matters, we were not aware that there once had been such an association, but it had disappeared and had been forgotten. About thirty years ago there was the Hongkong Association in existence in London, though we do not know if it had then any local branch in Hongkong. On the 2nd May, 1868, a deputation from that association waited on the Duke of Buckingham in reference to a petition from Hongkong. Mr. Matheson, Mr. White, and Mr. Sutherland spoke in support of that petition.

NON-DELIVERY OF REGISTERED LETTERS.

The following correspondence has been forwarded to us for publication:—

MR. DANBY TO THE POSTMASTER GENERAL.
Hongkong, 18th August 1897.

A. M. Thomson, Esq.

Dear Sir,—On the 7th inst. I posted a registered letter at the General Post Office, addressed as follows:—

Mesdames Leong Shi, Chow Shi.

36, Hollywood Road, Hongkong.

which letter has not been received up to date. It was a very important one, and finding that no attention had been paid to it, I had enquiries made respecting it. The letter was presented in due course to the addressees, who were well known at the house and who told the postman that their names were respectively Leong Shi and Chow Shi. He (the postman) refused to give the letter to the woman, because neither of them could write or had a "chop," although they were well known to the residents.

I should be glad to know if this is so, and what you propose to do in such matters. The address was correct, and there was no mistake that the two women, who were prepared to receive it, were really the women entitled to the letter. I should be glad to know if in your opinion the parties to whom any letter is addressed is not "the authorized person" to receive the letter, and also what is the proper course to adopt should the party not be able to write.—Yours truly,

WM. DANBY.

THE POSTMASTER-GENERAL TO MR. DANBY.
General Post Office.

Hongkong, 19th August, 1897.

Sir,—In reply to your letter of the 18th instant, I beg to inform you that in such cases it is usual for the addressee to call at the Post Office for the letter, and make a mark which is witnessed by two officers.—I have the honour to be, sir, your obedient servant.

A. M. THOMSON,
Postmaster-General.
W. Danby, Esq.

MR. DANBY TO THE POSTMASTER-GENERAL.
Hongkong, 21st August, 1897.

A. M. Thomson, Esq., Postmaster-General.

Dear Sir,—Adverting to yours of the 19th inst., I regret to say that the reply, as I think you will admit, is unsatisfactory. The postman only presented the letter to the two women once, and because neither of them could write, he never told them that they were to go to the Post Office to sign a receipt. They knew nothing of this till I sent them word yesterday. What is the use of a Registered Post if addressees have to go at great inconvenience to the post-office themselves although the letter is addressed correctly, and the parties are well known?

I must say it is "not businesslike," and I think it is very questionable if you have power to adopt such proceeding.—Yours truly,

WM. DANBY.

THE GYMKHANA MEETING.

The third gymkhana meeting of this season took place at the Happy Valley on Saturday afternoon. The weather conditions were fortunately most favourable and the course was in excellent condition. The racing was good, particularly in the first and last events, in which Saucy and Tocsin each scored a victory after causing intense excitement and speculation among the spectators as to the issue.

The officials were:—

Patrons:—His Excellency, Sir William Robinson, K.C.M.G., His Excellency Major-General Wilsone Black, C.B., Commodore Swinton C. Holland, A.D.C.

Committee:—The Hon. J. J. Bell-Irving, Mr. Hart Buck, Capt. Burney, R.A., Mr. R. M. Gray, Mr. V. A. Caesar Hawkins, Mr. T. F. Hough, Mr. J. McKie, Captain Loveband, A.D.C., Mr. G. C. C. Master, Hon. F. H. May, C.M.G., Mr. C. H. Nugent, R.E., Lt.-Col. The O'Gorman, D.A.A.G., Mr. G. H. Potts, Commander Taylor, R.N., Hon. T. H. Whitehead, Mr. M. D. Wood, W. Y. Regt.

Judges:—Hon. J. J. Bell-Irving and Mr. V. A. Caesar Hawkins.

Handicappers:—Messrs. Hart Buck, R. M. Gray, G. C. C. Master.

Starters:—Colonel Gordon and Mr. J. McKie.

Timekeeper:—G. H. Potts.

Clerk of the Scales:—Mr. R. M. Gray.

Hon. Secretary:—Lieut.-Col. The O'Gorman, D.A.A.G.

HALF-MILE HANDICAP; first prize, \$45; second, \$20; entrance, \$1.00, but if left in after 2 p.m. on 18th instant, \$3.00 extra.

Mr. G. H. Potts's Tocsin, 11st. 3lbs.

(Mr. Crane) 1

Mr. Cox's Saucy, 10st 8lbs. (Mr. Cox.) 2

Hon. T. H. Whitehead's Sport, 10st. 1lb. (Mr. King.) 3

Hon. T. H. Whitehead's Fandango, 10st. 1lb. (Mr. Head.) 0

Tocsin and Saucy got away together and maintained a neck and neck race until nearing home, when Tocsin went slightly ahead, but so keen was the race between the two that Tocsin won by only a neck, half a dozen lengths separating second and third. Fandango was last all the way. Time—1 min. 4 secs.

HURDLE RACE, handicap; once round course; first prize, a cup, presented by W. Jackson, Esq.; second, \$20.00; entrance fee, \$3.00.

Hon. T. H. Whitehead's Kingscote 12st. (Capt. Burney.) 1

Mr. Leon's Glendubb, 11st. 1lb. (Mr. Gibson.) 2

Hon. T. H. Whitehead's Vicar, 11st. 4lbs. (Mr. Cox.) 3

Mr. Gibson's Hercules 10st. 8lbs. (Mr. King.) 0

Glendubb was the first to negotiate the first hurdle, Vicar being second, while Hercules refused and gave up the race. Going down the hill Kingscote overtook Glendubb, but the two kept well together and both horses were whipped in the straight, Mr. Whitehead's pony getting the verdict by apparently only half a neck—an exceptionally close finish for a hurdle race.

NOVICE RACE, five furlongs; 1st prize, \$45; 2nd, \$20; for ponies that have never won a race or Gymkhana event; to be ridden by members who never rode the winner of a race in China. Entrance \$3.00.

Hon. T. H. Whitehead's Sport, 11st. 7lbs. (Mr. Head.) 1

Mr. King's The Beast 11st. 7lbs. (Mr. King) 2

Hon. T. H. Whitehead's Vicar, 11st. 7lbs. (Mr. Drury) 3

Mr. Leon's Glendubb, 10st. 12lbs. (Mr. Courtin) 0

The winner held the advantage almost throughout and won comfortably by half a dozen lengths. Time—1 min. 28 secs.

LADIES' NOMINATION; a bending race between poles. Entrance \$2.00.

Nom. by

Mr. Master Mrs. Vernon. 1

Mr. Platt Mrs. Tomes. 0

Mr. Drury Mrs. Drury. 0

Hon. T. H. Whitehead Madame Giraud. 0

Capt. Burney Mrs. Wise. 0

Lieut.-Col. the O'Gorman Mrs. Bartrum. 0

Mr. Cox Miss Potts. 0

Mr. Berger Miss Black. 0

Mr. Gibson Miss Melbourne. 0

Mr. Master won this interesting race by good horsemanship.

A FREE HANDICAP; once round course; first prize presented by G. C. C. Master, Esq.; second, \$20.

Mr. Cox's Saucy, 10st. 1lbs. (Mr. Cox) 1

Mr. G. Potts's Tocsin, 11st. 4lbs. (Mr. Crane) 2

Hon. J. J. Bell-Irving's Red Rag, 10st. 11lbs. (Mr. Gedge) 3

Mr. King's The Beast, 10st. 4lbs. (Mr. King) 0

As in the first race Saucy and Tocsin ran together the whole way and the race was a most exciting one, the issue being in doubt right up to the winning post. Saucy balanced his previous defeat by winning just by about a nose. Time—2 mins. 5 secs.

The band of the West Yorkshire Regiment, under Mr. W. G. Bentley, A.R.C.M., played the following selections of music:—

Overture..... "The Crown Diamonds" Auber

(a) Malaguena Verguilla

(b) Peteneras Milpiger

Selection "Cavalleria Rusticana" Mascagni

Song "The Garden of Sleep" De Lara

Waltz "Kunstler Leben" Strauss

Fantasia "Espanol" W. G. Bentley

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE MEDICAL INSPECTION OF SHIPPING.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—The questions regarding port sanitation which have lately arisen are of such general importance that they must be my excuse for thus "rushing into print." It seems to me that Dr. Clark's proposals for ensuring as far as possible the detection of sea-borne disease are only such as (perhaps with slight modifications) would be adopted by any sanitary authority which had an adequate sense of its responsibilities towards the community, and certainly had I still been a member of the Sanitary Board he should have had my support. It is unfortunate that the only unofficial member, who is both a keen sanitarian and acquainted with the wants and wishes of the shipping interest, should have been absent and that such a grave question should be practically decided by the double-barreled voting-power of one expert pitted against an equally good authority.

The opposition to the scheme may be summarised into three points, viz., 1st, Injury to the port; 2nd, Sufficiency of the present system; 3rd, Impracticability.

With regard to the first, what the shipping firms mostly fear is *delay*. When we consider that ships are frequently not visited for hours after their arrival, that in order to make sure of obtaining a "bill of health" it has to be applied for the previous day, or, if a vessel has to be despatched at short notice, messengers have to be sent flying all over the colony to get the port Health Officer's signature, that when a case of infectious disease has occurred on board a ship it may be a long time before the Port Health Officer can be found and then most probably only "by deputy," who has no authority whatever to order the removal of such patients or give the necessary instruction to the ship's officers or surgeon—such a case has happened lately to a mail steamer, her surgeon having to take the responsibility of landing the patient and disinfecting the ship and passengers himself to avoid a delay of more than twelve hours,—and the increased risk of infection, we can quite appreciate their fears and understand their opposition. But Dr. Clark meets this objection by having two medical officers constantly on the harbour during daylight, and with regard to "bills of health," the port being either infected or not, signed—bills of health, should be obtainable at the offices of the Sanitary Board on application, as well as from the Port Health Officer. Everyone admits that the introduction of infectious diseases into the colony does infinitely more harm, and is far more costly, than any moderate detention. The Principal Civil Medical Officer and Port Health Officer seem the only persons satisfied with the efficacy of the present system. The representative committee condemned it, even from the shipping point of view, on many points.

How we can be satisfied with a system which has admitted over 50 per cent. of all infectious cases (and that Dr. Clark takes every means to trace the origin of such cases I can personally vouch) exclusive of plague, I am really at a loss to understand. Take the case of the steamer *Cheang Hok Kian*, which arrived on 1st November with 640 passengers and had 13 deaths from cholera the day before arrival, all of which, corpses and passengers, were landed, the ship herself not being placed in quarantine until the 4th, by which time 19 more deaths had occurred. It has been argued that we need not fear the introduction of cholera, because it has never previously obtained a foothold here, but this argument is most fallacious. In 1885, 19 Europeans died of undoubted cholera and 183 Chinese of "choleraic diarrhoea, vomiting, and purging," which we may safely assume to have been cholera. Likewise, in 1888, 25 Europeans succumbed to "Cholera" and 253 Chinese. In both these years the disease was imported and reached the proportions of a small epidemic, for it is certain that the statistics as given are, as they always are, much below the true numbers.

Again, as cholera is propagated by contamination of water or food, the Chinese habit of making their cookhouses the storeroom "for the pot-system" is specially dangerous, and too much care cannot be exercised in keeping out the disease. Likewise it is argued that because small-pox is endemic here, a few cases more or less landed can make no difference. But small-pox is not prevalent amongst Europeans, yet a few months ago three or four hotels in the colony were infected through passengers landed from the Tonkin steamer, and a large number of the circus troupe contracted the disease here. These cases were only discovered because a private practitioner was called in twelve hours after the landing, during which time infected persons were moving freely about. Although two of these cases showed well-marked signs of the disease and one had been lying ill in the saloon for three days, no report was made by the commander; nor was any prosecution instituted against him. Vaccination is a most excellent protective, but does not do away with the necessity of reasonable preventive measures.

One of these cases found its way to Canton, was brought back at 1 a.m. and reported to the Health Officer (Dr. Clark) and the cabins locked and disinfected. Late in the afternoon the Port Health Officer turned up and ordered the ship, then loaded for Canton, into quarantine, the little difference of opinion between the two Health Officers costing the Hongkong, Canton, and Macao Steamboat Co. some thousands of dollars. Surely such a system must not only be wrong, but radically inefficient.

The land and boat populations and shipping communities are brought into such frequent and intimate contact that one health department can alone adequately deal with the sanitary questions constantly arising.

On the third point, impracticability, too much has been taken for granted. The only occasion on which a real supervision of the harbour has been attempted was in 1894, and then it was carried out by the "Permanent Committee of the Sanitary Board" without assistance from the Port Health Officer's department. At this time all ships and junks were boarded. In 1896, likewise, the Canton steamers, passenger-launches, junks, etc., were closely supervised by the Sanitary Board, and numerous cases of plague detected and dealt with, and I have no hesitation in saying that had these or similar measures been adopted early in 1894 the epidemic of that year would in all probability not have exceeded that of 1896. In both years the plague was imported: in 1896 individual cases were at once detected and isolated; in 1894, the disease was wide-spread before discovery.

I take it that Dr. Clark's suggestion of \$50 guarantee for every Chinese passenger landed from an infected port is intended as a preventive measure, or obstacle. We don't want coolies landed here from an infected port, and this suggestion, if enforced, would necessitate greater care on the part of shippers, and would undoubtedly diminish the numbers to be dealt with here. The other alternative is forbidding such immigration.

The number of medical officers—two—originally proposed by Dr. Clark seems to me sufficient, but that is a matter for consideration. Dealing with emigrants from Hongkong is not an integral part of the Port Health Officer's work—he simply does it, and is paid for it, as a private practitioner.

No one is more opposed to unnecessary interference with shipping than the writer, but I certainly can see no reason why this port should not adopt protective measures similar to other large shipping centres.

We certainly have local conditions to contend against, but there is no insuperable difficulty to be overcome. The number of Chinese coming across the frontier is small. Aberdeen and Stanley can easily be supervised by the Police, and all reasonable precautions can thus be taken against the introduction of infectious disease. Our motto should be "the maximum of protection with the minimum of interference," but to be content with our present system, or rather want of it, can only be described by Dr. Clark's word "deplorable."—I am, sir, yours.

WILLIAM HARTIGAN,
M. D. Dipt: State Med.

Hongkong, 22nd August.

CIVIL SERVANTS AND THEIR PAY.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—In your leader this morning, referring to the gentlemen that rise each morning with renewed hope that exchange may drop, you say:—"Including naval, military, and civil officers and the employees of various home companies that pay in sterling."

Civil officers are not paid in sterling. Even with half salaries made up to 3s. many men are drawing now less pay than they did before they ever saw Hongkong. The Hongkong Government followed the example—they did not set it—of some commercial firms in granting exchange compensation, but they did not follow the example in its entirety and grant compensation at 3s. 4d. to the dollar.

The pension of the public servant is not a favour graciously accorded him in Hongkong alone; it is his inalienable right, to which the public faith is pledged, the condition precedent to his employment; it is his own deferred pay paid to him in accordance with the Civil Service Regulations governing Colonial servants in all Her Majesty's Colonies. It (the pension) represents to a slight extent the price below the market value at which the labour has been engaged, and is a very sound investment for the Government, representing a gain of some 50 per cent. from men who never draw them, the savings of the starvation wages paid for years previously.

Compare the salaries paid here to the European officers and the nature of their duties and responsibilities with the salaries paid in the Banks. Very few employees of Banks, I take it, contemplate retiring in their old age on the incomes civil servants have to vegetate on, and they have had, too, all the best years of their life fair incomes, wealthy by comparison with the officials.

Civil servants are debarred from adding to their incomes in any way. If fortunate enough to be able to save anything they may not invest their savings locally, where they are best able to judge of the soundness of the investments; they may not own land or houses, except the one they live in.

House rent to the bank employer is an unknown quantity; he is housed.

There are men who have been public servants and yet have deliberately thrown away the advantages you so glowingly portray for the uncertainties and hardships of civil life, and apparently have done so without regret.

One more correction and I have done. The "Widows and Orphans' Fund" referred to is not furnished from general revenue; it is a small sum deducted monthly from each officer's pay. By no stretch of imagination has the public servant to thank the generous public for the pittance that may accrue to his widow or little ones after his death. It is his own money honestly earned, poor though the pay may be.

In all small communities it is generally a safe card to play to hint that the officials are ignorant, idle, useless, and overpaid, but I venture to think it is neither just nor generous. In this case, however, they appear to have been dragged in to emphasise the hardships to which the Chinese Customs officers are exposed. Is it to be counted as evil to the civil servants in Hongkong because pensions are in their bond, continuity of office during good behaviour, and because they make provision for their widows and orphans?—Faithfully yours,

FAIRPLAY.

Hongkong, 19th August, 1897.

THE SUBORDINATE MEMBERS OF THE CIVIL SERVICE AND EXCHANGE COMPENSATION.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—In the matter of the fall in exchange affecting employees you have given your powerful support to the officers of the Imperial Customs, and "Fairplay" has come forward as the champion of those members of our Civil Service who are in receipt of exchange compensation. On behalf of those members of that Service who are not in receipt of exchange compensation, allow me, who am not a public servant, to raise my feeble voice.

It is not generally known that the majority of the public servants of this place, being

domiciled in silver-using countries, do not draw exchange compensation at all. Now, as everyone should know, they—excepting of course the Chinese—are as much affected by the decline in the value of silver as their more fortunate confederates or as all those persons whose habits are European. As the value of silver goes down, the prices of shirts, collars, hats, clothing, socks, school books, butter, and numerous other articles, all products of gold-using countries, likewise rents of houses owned by landlords resident in England, go up in proportion. Thus, they do remit to gold-using countries, though indirectly, and thus, while our "compensated" civil servants may or may not welcome every drop in exchange, our "uncompensated" ones curse it. The Portuguese, who compose the majority of them, applied to the Secretary of State for permission to draw exchange compensation, but he did not see fit to grant it. Those who are responsible for Mr. Chamberlain's unfavourable decision should have known better. By their contact with the Portuguese they see that the habits and customs of these men are European in the strictest sense of the word. Nevertheless, in spite of the evidence of their own senses, they advised the Secretary of State not to grant the prayer of the Portuguese petition.

The lot of the subordinate members of our Civil Service is not a happy one. For them there is no system of promotion. These depend altogether on the caprice of the powers that be. Lengthy and faithful service is not generally, at least in this colony, taken into consideration, though the Colonial Office Regulations provide that, when a vacancy has to be filled, preference should be given to officers possessed of that qualification. Thus there are at present many officers who, though they have served the Government faithfully for a long time, have never been able to obtain a "lift," having been passed over in favour of men comparatively new, often altogether new to the service. Further, the subordinates are not in all cases treated considerately by their principals. Among the latter, let me add, there are exceptions. There are heads of departments who, placed by accident in important positions, never forget that common courtesy which man owes to man and who are above the folly of assuming airs which can serve no other purpose than that of exciting ridicule.

I am writing in the interest of all those public servants, irrespective of nationality, who are affected by the fall in exchange, but who do not receive exchange compensation, and would appeal to His Excellency the Governor to recommend their case to the Secretary of State for favourable consideration.

As this letter concerns the welfare of a numerous class of public servants, I would beg you to be good enough to publish it. I would go further; I venture to hope that you will give them your powerful support, as you have given it to the employees of the Imperial Maritime Customs.—I remain, your faithfully,

OMNIBUS.

Hongkong, 22nd August, 1897.

THE MILK ADULTERATION CASE.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—I would esteem it a favour if you could kindly grant me space in your columns for the following comments upon the recent case of milk adulteration reported in the *Hongkong Daily Press*.

In his evidence, Mr. J. T. Cotton is reported to have said that he "went down Queen's Road East, and waited till the men left with the two tins, and shadowed him all the way to Mr. Kennedy's place at Garden Road."

If this was actually what Mr. Cotton said I have no hesitation in declaring that he was mistaken in so far as he supposed he identified the man he shadowed to Garden Road with the man from whom he had just purchased his milk for analysis, inasmuch as the dairyman who was convicted at the Police Court on Mr. Cotton's evidence neither does now, nor has ever, supplied us with milk, and that he does not do so is borne out by Mr. Cotton himself, who admits that the Chinaman asked him later in the day not to repeat his, the dairyman's, statement that he supplied us with milk, thus, in fact, denying

his previous statement to Mr. Cotton that he supplied our dairy with milk.—Yours faithfully.
D. KENNEDY.

Hongkong, 24th August, 1897.

POSTAL DELIVERY AT THE PEAK.

DEAR SIR,—Will you permit me through your medium to give publicity to a small growl against the Postal Authorities in connection with the tardy delivery of mail letters at the Peak? The delivery of the last English mail commenced at 4.20 p.m. on Friday, and yet I did not receive my letters till 1.30 p.m. the next day, Saturday. When I sent to the Post Office for them I am told "they have been handed to the postman for delivery." The aforesaid postman (quite a misnomer by the way) is supposed, I believe, to deliver letters three times per day at the Peak, viz., 8 a.m., 1 p.m., and 4 p.m., but I should say he must alter these hours to suit his own convenience and in some instances omit a delivery altogether. This is a worse state of affairs than obtains in the most remote little village in England, where the postman has to trudge through all weathers, sometimes ten miles, and yet this is a great commercial port, and the Peak a suburb thereof. Surely we have a right to expect and receive better treatment than this at the hands of the Postal Authorities. All the British and foreign residents are naturally eager for news from the "Dear Homeland," I among the rest, and as it is needlessly delayed I think I am justified in subscribing myself.

AN INJURED ONE.

The Peak, Hongkong, 23rd August.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

The ordinary half-yearly meeting of shareholders in the Hongkong and Whampoa Dock Company, Limited, was held at the offices on 23rd Aug. at noon. Mr. St. C. Michaelsen presided, and amongst the others present were:—Hon. J. J. Bell Irving, Messrs. J. H. Lewis, N. A. Siebs, J. S. Van Buren (Directors), D. Gillies (Chief Manager), T. J. Rose (Secretary), F. Henderson, H. Wicking, W. Parfitt, E. S. Whealler, G. C. Cox, C. S. Sharp, F. Dodwell, G. Murray Bain, R. Mitchell, J. R. Michael, H. E. Tomkins, D. Haskell, and H. M. S. H. Esmail.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN.—Gentlemen, the report and accounts having been in your hands for some time, I propose, with your permission to follow the usual course and take them as read. Your Directors are glad to meet you once more with a result that, although not as brilliant as those of the last two or three half-years, will nevertheless be considered a very satisfactory one. Our net profit, after adding the amount carried forward from last half-year's account and deducting Directors' and Auditors' fees, amounts to \$421,950.59 and enables us to propose the distribution of what has for some time become the usual dividend and bonus of 12 per cent., absorbing \$187,500, and to recommend a bonus of \$20,000 to contributing shareholders; that a sum of \$18,659.67 be written off from the value of our Kowloon and Cosmopolitan establishments and our launches, to place another lac to the credit of reserve fund, thus augmenting the latter to \$700,000, and to carry forward the balance of \$95,790.92 to new account. I trust that all of you will approve of this distribution which I think recommends itself in every respect. As regards the amount written off you will notice that the same is not as large as on some former occasions. In my speech six months ago I remarked that it was good policy to go on writing off fair amounts and thus further strengthen our position, but on the other hand it is not absolutely necessary to write off such large amounts each time as our establishments are already down in our books to such a low level. To this I also referred in my last speech, when I mentioned that the total book value amounted to about \$1,425,000. To-day the latter, including the additions since 31st December, 1896, and after deducting the \$18,659.67 to be written off as proposed, is \$1,550,000, and I can only repeat that this must be considered an exceedingly low amount for

such an establishment as ours, especially if you take into consideration that our docks and buildings could not be built now for the same money as originally spent and that our machines etc., on account of the low exchange now ruling could not be brought out from home at anything like the same cost. Then you must not forget that our reserve fund of \$700,000, which, though not particularly created for such a purpose, certainly at present stands as an asset against the book value of our establishments. Furthermore, I may draw your attention to the fact that we have actually written off not only those \$18,600, but altogether \$39,000, inasmuch as we have debited the whole cost of the reconstruction of the No. 1. slip so far expended to revenue account, thus improving that portion of our establishment without writing up its certainly enhanced value. We could of course have chosen the latter way and simultaneously written off the amount again, but the manner in which we have dealt with this item is perhaps the more correct one. The gross earnings for the six months are comparatively less than those of the former half-year, but you must take into consideration the class of work that has passed through our hands. We had again a lack of large vessels with extensive repairs, and few of them required more than docking, painting, and the general overhaul to engines and boilers, so that the greater part of our returns was derived from the ordinary business. This class of work of course pays fairly well but only so long as we get enough of it. The first four months of the half year made a very good average, but May and June were comparatively poor. Such periods of dullness were absent during the previous two or three half-years, but they will always occur from time to time in a business like ours. Perhaps a certain number of vessels which used to dock here have been withdrawn from this coast and no doubt others have been compelled by the low state of the freight market to reduce their expenses with regard to docking to the lowest limit. The Company's tariff for docking, labour, and material is practically the same now as it was 30 years ago, when the dollar was worth so considerably much more, and as European labour and cost of material have increased very largely and forms an important item in all repairs you can well understand that to earn the same profit a greater volume of work must be got through. Of late years a very large expansion has taken place in the dimensions of steamships trading to the East; indeed, I may safely state that they have now at least twice the carrying capacity they had ten years ago, so that in consequence of having a much bigger class of ships to deal with it necessarily follows that a greater demand is being made for larger docks, work-shops, and machines. It therefore gives me pleasure to inform you that steps have already been taken to carry out some of the improvements that will be required to meet the wants of our constituents. Our business has been growing considerably from year to year and in order to make provision for the increase in the amount of work your directors have entered into negotiations with the Government for a further extension of about 375 feet width at Hunghom Marine Lot No. 1, the acquisition of which will give ample scope for the further enlargement of the works; but the whole of this land will not be required for immediate use. Our articles of Association in their present form require that any purchase of land must be sanctioned by the shareholders, so to meet this requirement I shall latter on submit to you a resolution empowering your directors to buy the property in question. The land acquired in September of last year is now being levelled down and as soon as the hill has been removed a new blacksmith shop and a forge with all the most modern improvements will be erected. The facilities of this department have long been felt to be quite inadequate to meet the demands made on us, because our present appliances are not competent to take the heavy class of forging frequently wanted for some of the larger steamers. Since our last meeting the fresh proposals then referred to for the construction of the new Admiralty Dock have been forwarded to the Commander-in-Chief on this station, Sir Alexander Buller, who has transmitted them to the authorities at home, but we

have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted we trust that they will meet with approval from the Lords Commissioners of the Admiralty. In the meantime you will understand that I am still unable to refer to this matter at greater length. The No. 1 slip is now in thorough good repair—working very satisfactorily—and will render good service for many years to come. The new galvanizing plant by electric deposit is also giving much satisfaction, the work being done much better, in shorter time and at less cost. In former years we have always had a great deal of night work in the sawmill and joiner shop, and as the light used by the workmen was an open candle which is not only a bad light but also constitutes a very great danger from fire, more especially when the inflammable nature of the shavings and timber is taken into consideration, to reduce this to a minimum the Directors have introduced into these departments an electric installation which gives a much superior light at a cost but little exceeding that of candles. Turning to the item in our balance sheet, "cost of material on hand," you will find the same standing at \$947,109.10, which is about \$125,000 more than six months ago. The larger amount is explained by further additions to the stock that were needed; and though compelled to by the wants of our business to keep such a heavy stock on hand, it might sometimes not be so agreeable to be in such a position, as a stock like ours absorbs a good deal of interest, but on this particular occasion you will agree with me that there is only room for congratulation inasmuch as the greater portion of our stock consists of material imported from gold countries for which the exchange had previously been settled at higher, and partly at much higher rates than the present one. I should not like to commit myself to figures, but you will easily imagine that the difference must be a pretty large one. As I mentioned before, our tariff has not been altered so far, but if exchange remains at present rates we might be compelled to do so ere long. The difference alluded to is of course not profit but only a saving to us, and it is certainly very comforting to know that we have the latter in hand on so big an amount. At the last meeting I promised that we would carefully go into the question of investing our funds at a better rate of interest. We have now done so, but on account of the improvements and additions to our plant and stock we have had to spend a good deal of money, so that when the time came we found that we had very little to invest. We have, however, lent \$100,000 to the Humphreys Estate and Finance Company on 6 per cent. mortgage debentures. At this rate of interest we are protected against any loss of an overdraft with the Bank, which would likewise cost us 6 per cent. per annum. I held out a hope six months ago that our interest account might show a more favourable result this time, but for the reasons just stated it is the reverse, the account showing a deficit of \$480.95 as compared with a surplus of \$218.60 on the last occasion. With regard to the Admiralty Loan I might mention that your directors some time ago tried to pay off the balance in order not to incur any possible further loss in exchange on the amount still outstanding, but we received a reply that the Government had no power to accede to our request, so in accordance with the terms of our contract with the Admiralty we had to go on paying off by instalments. The result of this is at the present time that not only the amount of \$8,530.87 at the credit of Admiralty loan adjustment account has been wiped out, but a further small sum of \$213.90 had to be debited to revenue account. As exchange has continued to decline heavily since June 30th we must of course be prepared to make further provision in subsequent accounts. At our last meeting I informed you that we contemplated remodelling our Articles of Association and we accordingly gave instructions to that effect to our solicitors. The latter have finished the work in the meantime, but it was too late to bring up the new Articles for approval at this meeting, so they will have to stand over until February next. The month of July and the beginning of August were, I am sorry to say, rather slack, but since the middle of this month greater

activity has prevailed at all the docks and we have been once more fairly busy. I hope this state of affairs will continue and that at the end of the present half-year we shall have every reason to look back to it with satisfaction. In conclusion I wish to record once more the directors' great appreciation of the services rendered by our esteemed chief manager and our staff—(applause)—in having carried on their duties in such an efficient way at all times during the six months, and I have no doubt that shareholders will cordially join in this award of thanks. (Applause). Before moving the adoption of the report and accounts I shall be glad to answer to the best of my ability any question that shareholders may wish to put.

Mr. MICHAEL—I would like to ask the directors whether it is intended to sub-divide the shares in order to make them marketable for small investors.

The CHAIRMAN—I may say, in answer to Mr. Michael's question, that nothing has been decided as yet. Some shareholders made a proposal to me some time ago with regard to such a scheme and, without expressing any opinion on it on behalf of myself and colleagues, I simply pointed out that the present was not an opportune time for taking up the subject. I explained why I thought so and they were satisfied and agreed to let the matter stand over for the present. I hope you will be satisfied with this answer of mine.

Mr. MICHAEL—Thanks.

There were no other questions and the CHAIRMAN proposed the adoption of the report and the passing of the accounts.

Mr. C. S. SHARP—Mr. Chairman, in rising to second the adoption of the report and accounts now before us, I have but little to say, as the remarks you have just made have dealt so fully with them. We cannot always expect to have such record years as of late, but although the accounts do not show quite as good results as those we have recently been accustomed to, I feel sure that shareholders generally must consider them eminently satisfactory, and I think he must indeed be hard to please who is not satisfied with the figures now before us, the considerable writings off and addition to reserve fund and the handsome return to shareholders. I am glad to see the Board is determined to keep pace with the times by keeping the Company provided with an establishment quite up to date, thus enabling it to tackle the heavier class of work nowadays so often called for and to carry out repairs, &c., with that expedition now so necessary in these days of hurry, and I feel sure that these additions will contribute to sustain the high reputation this Company already so deservedly enjoys for the quality of the work turned out by it and the despatch with which such work is done. You have referred to the heavy stocks of material figuring in the accounts, and though these may, no doubt, entail some loss in the way of interest, I think it is only in the nature of things that a Company such as this professing to be well equipped for any work that may turn up must carry such heavy stocks and on this occasion, as you point out, we have some reason for congratulation that these have been laid in at so much better rates of exchange than now possible. The Admiralty Loan, in consequence of the drop in exchange, is the only unsatisfactory feature I have noticed in the accounts, and it will be indeed a good thing when this ceases to appear. It would almost look as if it were well to have the money remitted in sterling to London and placed on fixed deposit there, even though earning only the lower rate of interest current there, and thus once and for all have done with the vexed matter of exchange. In conclusion, I feel only too sure that shareholders will heartily concur in the remarks you have made in appreciation of the services of our chief manager and staff generally. (Applause.) We must all feel our interests have been indeed well served by them. (Applause.) I beg to second the adoption of the report and accounts.

Carried.

The CHAIRMAN—Referring to the remarks I have just made I have now pleasure in proposing the following resolution:—"That this Company do accept the terms for purchasing a further extension to Hung Hom Marine Lot No. 1, contained in the letter of

the Honourable the Colonial Secretary to Mr. Gillies, dated 31st July, 1897, No. 1227."

Mr. LEWIS—I beg to second that resolution. Carried.

The CHAIRMAN—That is all the business of the meeting, gentlemen. Dividend warrants will be ready to-morrow. I thank you for your attendance.

HONGKONG HOTEL COMPANY, LIMITED.

The ordinary half-yearly meeting of the shareholders in the Hongkong Hotel Co., Ltd., was held on Saturday, at noon, in the Hotel. Mr. R. C. Wilcox presided and there were also present: Messrs. W. Parfitt and E. Osborne (Directors), C. Mooney (Secretary), C. J. Gonçalves, G. C. Cox, A. Coutts, H. Buck, W. Low, Capt. Goddard, C. Palmer, W. H. Potts, F. Henderson, Ho Fook, Lo Cheung Shiu, Fat Tak, Han Chenk Tien, Ip Che Fong, Leung Tit Shan, Ho Yam Nam, Chan Chan Nan and Wong Kam Fuk.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN—Gentlemen, the report and statement of accounts having been in your hands for more than a week, I propose, with your permission, to take them as read. The result of the working of the Company's business will, I trust, be considered satisfactory. There was a very substantial increase in the net profits last half-year as compared with those of the same period of last year, and the profits of the first six months of 1896 showed a great increase on those of the corresponding half of 1895, a pretty reliable indication that the improvement has been steady. It is with profound satisfaction that the directors have at length felt at liberty to declare a dividend, equal to six per cent per annum, more especially as they are also in a position to carry forward a balance that will practically ensure their ability to recommend a not less appropriation for the current half-year. As you are aware, gentlemen, this half is our lean one, and for the first three months its working has hitherto almost invariably resulted in a debit balance. I am very glad, therefore, to be able to inform you that the month of July showed a very decided improvement over the corresponding month of last year, and we have reason to think this improvement will extend through the rest of the half-year. We have continued our policy of writing down the value of furniture, which is still very necessary, since much of it is suffering from the infirmity of age, and requires early renewal or re-covering. Coming to the Repairs and Renewal Account, I may mention that the greater part of the \$6,000 transferred from Profit and Loss to that account has been expended; but this has been due to several extraordinary and exceptional outlays during the half-year that will not have to be repeated, and some of which will enable a saving to be effected, as for instance through the alterations made resulting in the acquisition of dry and well-ventilated store-rooms, which will obviate the necessity of paying godown hire and prevent deterioration of the stores. The sanitary condition of the building has also been improved by the admission of light and air, securing a free current where ventilation was formerly obstructed by useless partitions and plaster walls. I may add that during the six months a music room, reading room, and smoking room, have been provided, for which some new furniture and appointments had to be purchased. Those rooms are, however, necessary adjuncts of a first class hotel, and they are much appreciated by the guests. The bar receipts, as stated in the report, have shown a satisfactory increase, but those from billiards have fallen off somewhat. We hope, however, that when Pedder's Wharf is constructed, and the stream of traffic from the harbour again flows past the Hotel, we shall experience a revival of custom in both these departments. The work of reclamation on the forshore has latterly made greater progress, though its visible effects are still very disappointing. In this seaward extension of their property the Company will possess a valuable asset. Only one small call remains to be paid, and we shall then cease to make provision for these payments.

The prospects of the company have improved all round, and I see no reason why it should not look for a season of prosperity after its long experience of adversity. But your directors do not intend to relax their efforts in the direction of economy and the prevention of loss by carelessness, waste, or peculation, nor do they consider that there remains nothing more to achieve now that the Company's stock has been lifted from a nominal quotation of \$7 per share to par. (Applause.) I do not think there is anything further for me to add, gentlemen, but I shall be glad to answer any questions.

No questions were asked, and the CHAIRMAN proposed the adoption of the report and passing of the accounts.

Mr. G. C. COX—Mr. Chairman, I have much pleasure in seconding the adoption of the report and accounts. I think all the shareholders will agree with me in considering the report a highly gratifying one. (Applause.)

Carried.

Mr. Ho Fook proposed the re-election of the retiring directors, Messrs R. C. Wilcox and Parfitt.

Mr. HART BUCK seconded.

Carried.

Mr. A. COURTS proposed the re-election of Messrs W. H. Potts and W. H. Gaskel as auditors.

Mr. PALMER seconded.

Carried.

The CHAIRMAN—That concludes the business of the meeting gentlemen. I thank you for your attendance. It remains for me to say that dividend warrants will not be ready until 30th inst. A notice will be sent to all shareholders asking them to send in their scrip for verification on and after the 22nd inst., and the dividend warrants will be issued on application to the Secretary, after verification of the scrip, on and after 30th inst. This delay has been rendered necessary owing to there having been several changes in the office of Secretary, and the long interval that has elapsed since a dividend was paid to the shareholders. I am sorry there should be any delay, but you will recognise its necessity, I am sure. Holders of old scrip are also informed that old certificates will be cancelled and new ones issued in exchange. This notice will be sent out to all the shareholders.

Mr. Ho Fook—Before leaving I beg to propose a hearty vote of thanks to the Board and staff for having brought the Company to a dividend-paying stage.

Captain GODDARD—I have much pleasure in seconding that resolution. I think, considering that in the matter of two years the shares have gone up from \$7 a share to \$50, par value, it shows that the company is in a very satisfactory state, and it is all owing to the untiring efforts of the Directors that this satisfactory result has been brought about. The Hotel is better furnished, better provided, and the rooms are kept better lighted than they have ever been. The music room, reading room, and smoking room are very great benefits in the hotel, both to resident boarders and also for transient guests. I am pleased to second this vote of thanks proposed by Mr. Ho Fook. I think the Directors fully deserve it.

The CHAIRMAN—Gentlemen, on behalf of my fellow Directors and myself, I return our heartiest thanks for the compliment you have paid us. I can assure you that in the future, as in the past, no effort will be spared to promote the welfare of the business of the Company.

There is a rumour in native official circles to the effect that Woo Jim-pah, ex-compradore of the Hongkong and Shanghai Bank at Tientsin, and who was deposed from his managership of the Tientsin-Shanhaikuan Railway last winter through the denunciation of a number of Censors, will be reinstated in his old post some time next month. The fact seems to be that as the two successors of Woo did not understand anything about business or railway traffic management, they have been making a worse mess of an already bad state, and have therefore persuaded the Viceroy to allow Woo Jim-pah to try to restore order out of chaos.—N. C. Daily News.

THE EUREKA AND QUEEN MINES.

We have received from Messrs. John D. Humphreys and Son, the General Managers, the following reports received by them from the mines:—

OLIVERS FREEHOLD MINES, LIMITED.
Mount Macdonald.
23rd July, 1897.

Eureka Mine.—During the past week work has been progressing as usual. At the 200 ft. level, the North and South drives are being pushed ahead, but there is no change since last report. At the 150 ft level, the reef in the North drive is improving in size and quality, and good work is being done in stoping at the back of both levels. The sinking of the main shaft is progressing satisfactorily; it is now 33 ft. below the 200 ft. level, 26 ft. have been timbered, and ladder stage put in.

Battery is working fairly well considering we have got in the foundation log for the new pan, about to be put in to meet the requirements of the new battery. Bed logs have been obtained, and all preparations for new battery going on, so that we will be able to erect it immediately on arrival.

p. pro. JOHN D. HUMPHREYS & SON.
C. J. WILLMOTT.

NEW BALMORAL GOLD MINING CO., LIMITED.
Mount Macdonald.
23rd July, 1897.

Queen Mine.—The contractors in the main shaft continue to make fair progress, averaging now 5 feet per week. The country is favourable for sinking, and there is no water to contend with. We will shortly take into consideration the best course to adopt in regard to this mine; as from present appearances we think it will be advisable to continue sinking after completion of the present contract, but a change may occur before then.

Balmoral Mine.—The tributors are now breaking a little stone, in which gold is seen; but the rock is extremely hard, and consequently expensive to work.

p. pro. JOHN D. HUMPHREYS & SON,
C. J. WILLMOTT.

BOYD & COMPANY, LIMITED.

The annual general meeting of the shareholders in the above Company was held on the 18th August at the Board-room of the Company, Pootung Shanghai. Mr. John Prentice presided, and there were also present, Messrs. Jas. Johnston, Jas. Mackenzie (Directors), Jas. Ferrier, C. Thorne, J. D. Thorburn, W. G. Pirie, J. Tulloch, J. M. Young, Colin Buchanan, and Jas. H. Osborne (Secretary), representing in all 6,746 shares.

The notice convening the meeting having been read,

The CHAIRMAN said that the report and accounts having been in the hands of the shareholders for some time, with their permission he would take them as read. The Directors had reason to congratulate the shareholders on the results of the year's working. It would be noticed that the results were not quite as good as those of last year, but they would remember that last year he, the Chairman, had told them that entirely different circumstances then existed, and that such an excellent state of affairs was not likely to happen again. Unfortunately it had not happened. The balance at credit of Profit and Loss Account was larger than that of all the preceding years, with the exception of last year, which was exceptionally good. The balances at credit of Profit and Loss Account for the preceding six years were Tls. 142,000, Tls. 122,000, Tls. 140,991, Tls. 145,653; for last year, an exceptionally good one, Tls. 259,867, and this year, Tls. 152,642. As the shareholders were aware, the Company had been working at the Birkhall for some time, and that had been a cause of serious loss. That, however, was all written off, with the exception of the last two months, which had come into this year's work, so that the loss for next year would be very small. After deducting Directors' and Auditor's fees, it was proposed to appropriate the balance at credit of Profit and Loss as follows:—Amount to be added

to Reserve Fund, Tls. 30,000; amount to be placed to Maintenance and Depreciation Account, Tls. 15,000; a dividend of Tls. 12 on ordinary shares, Tls. 93,600; amount to be carried to new account, Tls. 11,742.10. The object of the directors all through was to place the Company on a firm basis, and with this in view they had appropriated Tls. 30,000 to the reserve fund, which now amounted to Tls. 190,000. A dividend of 12 per cent. had been declared, and although the dividend could have been made larger, still the directors had thought that one of 12 per cent. was most conducive to the best interests of the Company. Mr. Hay had gone home shortly after the last meeting, as they were all aware, and Mr. Mackenzie had been appointed a director in his place. Mr. Johnston, according to the Articles of Association, retired, but being eligible, offered himself for re-election, and Mr. Thorburn, the auditor, also retired and offered himself for re-election. Before moving the adoption of the report and accounts the Chairman said he would be pleased to answer any questions that might be put.

There being no questions, the Chairman moved and Mr. Johnston seconded:—"That the report and statement of accounts, as presented, be approved, and the appropriations adopted."

Carried unanimously.

Mr. J. M. Young proposed—"That Mr. Jas. Johnston be re-elected a Director."

Mr. Thorne seconded.

Carried.

Mr. Colin Buchanan proposed, and Mr. Ferrier seconded—"That Mr. J. D. Thorburn be elected auditor for the present year."

Carried unanimously.

The Chairman—That, gentlemen, concludes the business of the meeting, and you shall have your dividend warrants to-morrow. (Applause.)

Mr. Thorne—I have very great pleasure in proposing a vote of thanks to the Chairman. I might also say, to the Directors and staff. (Applause.)

The vote of thanks was passed and Mr. Prentice thanked the shareholders on behalf of himself and the Directors for it. He welcomed them to the new Board Room. He had been asked why the meeting was not held at the Shanghai Club as usual. The reason for the change was that the Club Committee would not allow any more meetings to be held there. Besides, by coming over to Pootung, the shareholders had an opportunity of seeing their property, and they certainly had a better view than at the Club. He would be pleased to show them round the works, in order that they might see what was going on.

The proceedings then terminated.—N. C. Daily News.

The following is the Report:—

In submitting their Report with Statement of Accounts for the year ended 30th April, 1897, the Directors congratulate the shareholders on the favourable results shown.

The net earnings for the year, including amount brought forward from last account and interest on investments, and allowing for all known liabilities, stand at Tls. 152,642.10 Less Directors' and Auditor's Fees .. 2,300.00

Tls. 150,342.10

The Reserve Fund stands at Tls. 160,000, of which Tls. 100,000 is invested, and the directors have decided to add to it the sum of Tls. 30,000, and they propose to make the following appropriations:—

1st—Amount to be added to Reserve Fund	Tls. 30,000.00
2nd—Amount to be placed to Maintenance and Depreciation Account	15,000.00
3rd—Dividend of Tls. 12.00 on Ordinary Shares	93,600.00
4th—Amount to be carried to New Account	11,742.10

Tls. 150,342.10

In accordance with Clause 98 of the Articles of Association one of the directors, Mr. Jas. Johnston, will retire, but being eligible, offers himself for re-election.

The accounts have been audited by Mr. J. D. Thorburn, who offers himself for re-election.

PROFIT AND LOSS ACCOUNT.

28th July, 1896.	Dr.	Tls.
To dividends paid on 7,800 ordinary shares, Tls. 15 per share		117,000.00
To dividends paid on 200 founders' shares, Tls. 117 per share		23,400.00
To maintenance and depreciation account 1896		20,000.00
To reverse fund, 1896		60,000.00
To directors' and auditor's fees, 1896		2,300.00
To balance carried down		37,167.24

Tls. 259,867.24

30th April, 1897.

To balance	152,642.10
	Tls. 152,642.10

30th April, 1896.

	Cr.	Tls.
By balance from last account		259,867.24
		Tls. 259,867.24

28th July, 1896.

By balance brought down	37,167.24
30th April, 1897.	
By net earnings for the year	115,474.86

Tls. 152,642.10

BALANCE SHEET.

ASSETS.	Tls.
Property account—	
Land and buildings in Pootung, and the "New Dock"	427,062.00
Plant account—	
Machinery and gear at engine works and new dock, and pumping gear	187,620.27
Stock account—	
Value of materials at engine works and new dock	374,635.51
Furniture account—	
In offices and dwelling-houses	3,207.17
Reserve fund—Investment account—	
25 Canton Insurance shares	2,037.50
45 North-China Insurance shares	6,390.00
35 Yangtze Insurance shares	1,715.00
30 Union Insurance shares	1,860.00
105 China Mutual S. N. Co. Pref. shares	3,675.00
100 Taku Tug & Lighter Co. shares	6,000.00
54 Shanghai Tug Boat Co. shares	6,124.68
8 Co-op. Cargo Boat Co. shares	800.00
50 Shanghai Cargo Boat Co. shares	6,250.00
9 bonds Chinese Gov. loan E.	2,250.00
Fixed deposits with H. & S. Bank	63,847.92
	100,000.00
Sundry debtors—	
Accounts in course of collection	283,789.23
	Tls. 1,376,315.18

LIABILITIES.

	Tls.
Capital account—	
67,800 ordinary shares at Tls. 100	780,000.00
200 founders' shares at Tls. 100	20,000.00
	800,000.00
Improvements account—	
Balance from last account	18,519.79
Less expended 1896-1897	14,137.26
	4,382.53
Maintenance and depreciation account—	
Balance from last account	10,469.73
Appropriation, 30th April, 1896	20,000.00
	30,469.73
Less expended 1896-1897	16,039.87
	14,430.00
Reserve fund—	
Amount at credit of this account	160,000.00
Sundry creditors	244,860.49
Profit and loss account—	
Balance at credit of this account	152,642.10
	Tls. 1,376,315.18

A scientific prospecting party, writes an occasional native correspondent to the N. C. Daily News from Amoy, has been investigating Ch'uangchou prefecture, Fukien, at the orders of H.E. Yn Lu, Tartar-General of Foochow and Imperial Commissioner of the Foochow arsenal and naval dockyard, for coal, which is urgently wanted at the last-named works, in view of the renewed activity in shipbuilding there. The idea is to have some coal mines conveniently near to supply the Arsenal in as large quantities as desired. But the prospecting party was agreeably surprised to come upon, during its wanderings, a rich galena mine in the vicinity of the Ch'ingyang hills, belonging to the district of Anch'i. A glowing report has been sent to the Viceroy T'an and the Tartar-General Yd about the mine, but the problem lies in the difficulty of transport, as the district has no good roads.

SHANGHAI ENGINEERING, SHIP-BUILDING, AND DOCK CO., LIMITED.

The second general meeting of the shareholders in the above Company was held at the offices of Messrs. Dodwell, Carlill & Co., Shanghai on the 16th August. Mr. Douglas Jones presided, and there were also present, Count Butler, Messrs. O. Middleton, Chun Fairing, and Otto Meuser (Directors), and Messrs. T. Weir, E. W. Clements, J. M. Young, L. J. Vanderstegen, J. Ford, J. Watson, J. West, J. Blechynden, J. J. Buchheister, F. Clifton, J. Valentine, J. W. H. Burgoyne, and R. J. MacGowan (Secretary).

The notice convening the meeting having been read.

The CHAIRMAN said—Gentlemen, with your consent we will take the minutes of the last meeting as read; they were duly published. And also, gentlemen, I will ask you, as the accounts and the report have been in your hands now for some days, that you will allow me to take them as read. The report is so full, that it leaves me very few remarks to make upon it, but I trust that you will agree with your directors in thinking that the result of the first eight months' working is satisfactory, more particularly when remembering the heavy rains which fell during the last portion of 1896, and the early part of the present year, which in the partly uncovered condition of the Engineering works at Yangtzepoo, retarded work very considerably. As regards the new dock and works being built on the Pootung side, bad weather, and the late arrival of our timber, and small troubles, among which were the troubles with the workmen, which have been shared by pretty well every building operation going on in the Settlement, have also prevented our proceeding as quickly as we should like to have done. At the same time it is satisfactory to know that there have been no accidents to the dock itself, and that the excavation is now within six feet of the limit. The cofferdam has on two occasions given us trouble, but, though annoying, I am glad to say that repairs will not be costly, and our manager thinks will now be effectual. The buildings are progressing satisfactorily; some of them are finished and the machine shop will be ready to receive the plant when it arrives. We have as much work in hand as our limited space at Yangtzepoo will enable us to deal satisfactorily with. I think, gentlemen, there is nothing more I can say in connection with the accounts and the report; but before sitting down I shall be happy to answer any questions any of the shareholders may put, to the best of my ability.

Mr. BUCHHEISTER—I was told the other day that this cofferdam question was not such a very small question as has been presented. I am very glad to hear from what the Chairman has said that the repairs will not be very costly, and I hope this is really a fact. I was told only two days ago by one of our competitors that it would take at least Tls. 10,000 and six weeks to repair the cofferdam. I would be glad to hear a denial of this statement.

The CHAIRMAN—I think, Mr. Buchheister, that the proper person to answer that question is our manager. I shall be glad if he will answer it.

Mr. BLECHYNDEN—I think myself that at the very outside a thousand taels will put the damage right—(Hear, hear and laughter); and I think it would be just as well that some of our competitors should be asked to see how they are getting on with their own docks. (Laughter.) We have never talked about other people's, but certainly I must say that they have been saying a great deal that was unnecessary about our own. The reason why the accident to the cofferdam did take place was that there was a scour outside of the cofferdam, and the pressure of mud was rather too much for the timbers. But I think we have secured it pretty well now. We have put larger timbers outside and secured it with mud inside, and I do not think it will give any more trouble—in fact, I am confident of it. (Applause.)

The CHAIRMAN—In support of Mr. Blechynden's remarks, I may say that I saw Capt. Roberts this morning, who, as you know, is superintending the construction of the dock, although I regret to say he has not been able

to give it all the attention he would have liked to have done, and certainly as we would like to have him do, on account of his ill-health, but he has shown me to-day that the cofferdam is all right, and that we will have no more trouble with it. If there are no questions, I beg to propose:—

That the accounts up to the end of April, 1897, and the report as printed, be passed.

Count BUTLER seconded.

Carried unanimously.

The CHAIRMAN—According to the Articles of Association, one of the directors retires at this meeting, but as he is eligible for re-election, he offers himself. That gentleman is Mr. Otto Meuser.

Mr. MIDDLETON proposed, and Mr. Chun FAITING seconded:—

That Mr. Otto Meuser be re-elected a director of the Company.

Carried unanimously.

The CHAIRMAN—That concludes the business of the meeting, gentlemen, and I thank you for your attendance. I wish it was in my power to tell you that dividend warrants would be out to-morrow—(Laughter)—but I have no doubt myself that they will appear in due course, and that a little patience on the part of the shareholders in the Company will be rewarded.

The proceedings then terminated with a vote of thanks to the Chairman, proposed by Mr. J. M. Young and seconded by Mr. Vanderstegen. —*Mercury.*

THE BANK OF CHINA AND JAPAN, LD., AND ITS CHINESE SHAREHOLDERS.

The following correspondence is published with the minutes of the last meeting of the Committee of the Shanghai General Chamber of Commerce:—

THE CHAMBER TO THE SENIOR CONSUL.

Shanghai, 7th July,

Sir,—The attention of the Committee of this Chamber having been called to the case of the Bank of China and Japan, Ltd., against its Chinese contributories in the matter of the refusal of the latter to carry out their engagements as regards the payments of the calls due upon their shares, I have the honour to submit herewith two memoranda in which the particulars of the case, and the attitude of the Chinese Authorities regarding it, are fully set out.

As the case itself has been already brought to the attention of His Excellency the British Minister by the Bank, it is unnecessary for this Chamber to deal further with it; what, however, concerns the Chamber is the attitude assumed by the Taotai of Shanghai who, as will be seen in the memoranda, has definitely expressed his inability, and has given his refusal, to enforce written contracts entered into by his nationals with foreigners. It is needless to say that the situation so created is of the gravest nature, striking as it does at all transactions between foreigners and Chinese.

The Committee of the Chamber therefore take the earliest opportunity of entering their emphatic protest against the admissibility for a single moment of any such contention as the Chinese Authorities are apparently endeavouring to establish, and they trust that their protest will receive the endorsement of the Consular Body, and that through them the matter will be strongly represented to the Diplomatic Corps at Peking.—I have the honour to be, sir, your obedient servant,

C. J. DUDGEON,
Vice-Chairman.

To Dr. O. Stuebel, Consul-General for Germany,
Senior Consul.

THE CHAMBER TO THE BANK.

Shanghai, 7th July.

Dear Sir,—Your letter of the 24th of June, in which is set out the case of your Bank against its Chinese contributories in the matter of the latter's refusal to pay the calls due upon their shares, was carefully considered by the Committee of this Chamber at their meeting on Monday last.

The Committee are fully alive to the gravity of the situation created by the attitude of the Chinese Authorities, who in effect say that they are unable to enforce written contracts entered into between Chinese and foreigners, and that

they decline to make any attempt to do so. The Committee have at once addressed the Senior Consul on the subject, emphatically protesting against the admissibility for a single moment of any such contention as the Chinese are apparently endeavouring to establish, and they have asked that the matter be strongly represented to the Foreign Ministers at Peking. The memoranda connected with the Bank's case have been forwarded to the Consular Body at the same time.—I am, dear sir, yours faithfully.

C. J. DUDGEON,
Vice-Chairman.

To S. L. Darby, Esq., Acting Manager, Bank of China and Japan, Limited, Shanghai.

EXPLOSION NEAR THE KIANGNAN ARSENAL.

Shanghai, 10th August.

A tremendous explosion occurred in the camp to the east of the Kiangnan Arsenal at a few minutes to one o'clock yesterday morning. The report was heard by a number of people in the Settlements and caused a great deal of speculation and some amount of consternation, many people being under the impression that an explosion had occurred near at hand. First enquiries conveyed the impression that it was not quite so serious as it afterwards turned out to be, the number of killed being put at only one or two.

A visit to the scene of the catastrophe however revealed the true state of affairs. Instead of the loss of life being small, it was found that at least twelve were killed outright, and more are expected to die. Six men had been conveyed to the Shantung Road Hospital, four of whom are not expected to recover.

The place where the explosion occurred is a small camp, about 250 feet square, situated about a quarter of a mile in a direct line to the east of the arsenal and garrisoned by 320 braves under the command of a major. The magazine which blew up was almost in the centre of the camp. In the magazine, which was only a temporary structure, were stored about 16,000 rifle cartridges, eighty pounds of prism powder made up in flannel cartridges, a quantity of gun cotton, and a number of packages of percussion caps. Close to the magazine was a watch tower, of the ordinary type in use in such camps, the wooden supports of which were quite rotten. The theory is that this tower was not strong enough to withstand the high wind blowing at the time, and fell across the roof of the magazine, crushing it in, and some of the debris striking the percussion caps, caused the explosion. Whatever the cause, the effect was appalling. The buildings appeared as if they had been subjected to a severe bombardment, and the illusion was heightened by the numbers of shot and shell lying scattered about all over the place. There had been a large number of five inch solid shot stacked close to the magazine and these had been distributed all over the camp, many of them crashing through the roofs and walls of the buildings. One death at least was caused by them. A poor fellow, a brother of one of the officers, who was in the camp on a visit, had been struck full in the chest by one of these projectiles and crushed in a fearful manner. Twelve bodies were laid out in one of the least damaged buildings, to wait until coffins could be prepared for them. They presented a ghastly sight; some with limbs missing, others so badly charred as to be unrecognisable, and some crushed almost out of all human semblance by the falling buildings. It was a sight that one does not care to dwell upon.

More than one narrow escape is reported. One of the officers, fortunately for himself, for some reason or other did not sleep in his own quarters on that night. No less than three five-inch shot came through the roof and penetrated the floor, one of them striking in the middle of his sleeping place. Had he not shifted his quarters for the night he must inevitably have been killed.

Of the buildings inside the camp, two barracks were completely destroyed scarcely one brick being left on another. The remainder of the buildings were terribly shattered, roofs having fallen in, and gaping shot-holes showing in all the walls. The officers' quarters suffered

most, principally from the heavy shot being hurled against them. Numbers of shot and unloaded shell were lying about in the various rooms and in the roof and walls were large holes where the projectiles had come through, and in many cases they had penetrated the floor and embedded themselves in the earth below. In the building on the right of the plan marked "Store," were several field guns, of Krupp pattern, buried beneath the debris of the fallen roof. Here, as in the officers' house, were numerous heavy projectiles, as well as a few small ones, principally for three-inch guns. The place where the magazine had stood was simply a large crater almost full of bricks, broken rifles, accoutrements, cartridges and various articles belonging to the garrison. Strewed about in confusion were soldiers' coats, arms, accoutrements, tents, tiles, heavy beams of wood, cartridges, and projectiles of all kinds and sizes, from the one-inch shells for small quickfiring guns to the 50lb. shot for five-inch breechloaders.

The main magazine of the camp is situated about 50 feet from the one which exploded. Fortunately it is a low, strongly built edifice, and though slightly damaged by the concussion, it withstood the shock well. Had its contents exploded the result would have been appalling and there is no conjecturing what the extent of the damage would have been.

A fatigue party of soldiers was busy clearing away the debris and searching for bodies, but it is thought that all of the killed have been found, as no others of the garrison are reported missing. Many reports, more or less reliable, were heard as to the distance to which some of the wreckage was thrown. One of the officials connected with the arsenal said that he found a 2½ inch shot in his garden, quite half a mile away.

On enquiry at the Shantung Road hospital last evening we were informed that there had been no more deaths, though some of the sufferers were in a very critical state.

A gentleman who happened to be passing the Arsenal at the time the explosion occurred stopped to see what was going on, and states that it took a Chinese man-of-war which was lying there exactly three-quarters of an hour to get a boat out and send it ashore!—*N. C. Daily News*

MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 20th August.

One of the victims of the gunpowder explosion which took place at Sakong last Friday was a Chinese Christian. After the accident the five injured men were taken to the Chinese hospital, but this man, when he found himself there, requested that he might be taken home, because he said he did not wish to die without receiving the last sacraments of the Church. It is said that his request was not granted, and that the man, although so severely injured, and his sight almost destroyed, made his escape from the hospital and walked from one side of the city to the other and reached his home. He then asked his mother to send for a priest, as he wished to die as a Catholic. Many people asked him how he found his way, and he could not explain. He died a few hours later.

People are asking each other what the Leal Senado's Conductor of Municipal Works is going to do about the pavement of the Travessa de P. Narciso. Some days ago workmen began to break the pavement up and large quantities of square stones were taken to the spot to form the new pavement. Now, with the old pavement half broken up, suddenly the work has been stopped and the stones intended for the new pavement have all been removed elsewhere. In the rainy weather lately prevailing to have one of the principal streets in the present condition of the Travessa de P. Narciso is very troublesome. It would seem that the work had been commenced before it had been approved, and much money has been wasted. I hear that H.E. Senor Galhardo objected to a stone pavement and if I were in His Excellency's place I also should have objected. Who could rest with a street under one's bedroom windows paved with stones and used day and night by jinrickshas? This is another testimonial to the experience of the youthful conductor.

To show how well public interests are looked after by the Leal Senado I may mention that all the streets are now without names and have been so for about three months, but it was only the other day that this came to the knowledge of our representative body. One of the members at the last meeting asked when it was intended to replace the names? The reply was that the name boards were all right and did not require renewal. What was the surprise of the Corporation when this member informed his fellow-members that the tablets had all been painted anew, but without the names! On inquiry being made in all quarters it was at last discovered that the order had been given by the Chief Inspector of the Leal Senado Police, who had agreed with a Chinese painter to paint the names at the rate of eighty cents for each tablet. The member who had first drawn attention to the matter objected that the price was too high, and ultimately a contract was made at the rate of twenty cents for each tablet!

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

A fire broke out on the 19th instant at 4 a.m. in a jadestone shop named Lo-Pui-Kee, in Ta-tong Street, Canton. The fire brigade was promptly on the scene and the fire was got under control in an hour. Twelve houses were burnt to the ground and the loss of property was great. The cause of the fire is unknown.

It is not correct, as last reported, that the rice brought to Canton from Hunan province by the gunboat *Fou-Po* was delivered to the rice merchants for sale at low prices, for the rice merchants refused to undertake the work. The rice was exposed for sale at the various soldiers' stations. A catty was sold for twenty-six cash. A person is only allowed to buy a catty a day. The rice brought by the gunboat only amounted to six thousand bags of one catty each, so that the rice was all sold in a very short time.

Some scholars, natives of Formosa, who had passed the examination of Shau-tsoi, applied to the Government some days ago to be allowed to join the Ku-yen examination in Canton. The application has been granted.

The rebels who, as last reported, started a rebellion in Chiuchow district, are now all hiding themselves in the mountains, for the Canton soldiers have arrived there. The soldiers are now surrounding the mountains, but they dare not venture into them. It is said that the rebels can stand a siege for a very long time, for they have abundant provisions and are now watching for an opportunity to rush out and attack the soldiers by surprise.

The likin office has issued a notice imposing tonnage dues on the Chinese steam launches employed for towing junks. Every steam-launch under five tons is to pay one dollar as tonnage dues for every season and two dollars are to be charged for those exceeding five tons for every season.

His Excellency Tan Chung-lin and some other officers went on the 12th instant to worship the God of War. After His Excellency had performed the duty of kowtow, he was too weak to get up and suffered some officers to assist him. It is said the health of His Excellency has broken down and he is now half blind.

A thief was tried by the Magistrate of Nam-hoi a few days ago. He confessed that he was in the habit of committing thefts on the night boats running between Canton and Hongkong and had a good number of fokies whose occupation was also to steal articles from the passengers on board the night boats.

Rinderpest has, we learn from the *N. C. Daily News*, again broken out in Shanghai, and one native dairy in Scott Road has been seriously affected. Fortunately for the public this dairy is situated within the Settlement, so that the Municipal Council are able to control it. The Sanitary officers lost no time in taking measures to stamp out the disease and to prevent its spreading, and a special constable has been appointed to watch the dairy and prevent the owner distributing his ailing cattle about the country, as is usual with natives under the circumstances.

HONGKONG.

A most important matter in connection with the trade and health of the port is now occupying the close attention of the community, and that is the medical inspection of shipping. Dr. Clark, the Medical Officer of Health, has suggested improvements on the present system which are not only simple to execute but are in accord with Western laws of hygiene and will cause practically no inconvenience to shipping while being a great protection to the inhabitants. However, opposition has been shown and it now remains for the community to wait for the decision of the Government. The subject was discussed at considerable length at the last meeting of the Sanitary Board. The third gymkhana meeting of the season was held on Saturday and was attended with considerable success. A very bad case of milk adulteration by a Chinese milk dealer was dealt with by the Magistrate on Saturday, the defendant, who added 39 per cent. of water, being fined \$100. On Monday a meeting of the Legislative Council was held. The police scandal still rivets the attention of residents, an inquiry held by the Captain Superintendent of Police having so far resulted in the dismissal of Inspector Baker, Detective Inspector Quincey, and Detective Sergeant Holt. Inspector Baker has been in the Police Force twenty-four years.

There were 2,231 visitors to the City Hall Museum last week, of whom 180 were Europeans.

The death rate last month was, for the British and Foreign community, civil population, 24, and the Chinese community 23.2.

A telegram to the Japanese vernacular papers with reference to the plague at Amoy says that "many persons are fleeing to Hongkong or Canton."

on 20th Aug. by the P. & O. steamer *Japan*. All the men were in the best of health and spoke quite feelingly of the great times they had had in England.

Dr. Stevens, for some years the Pastor of the Union Church at Shanghai, has tendered his resignation, to take effect at the end of the current year.

Letters of allotment and regret were posted to the applicants for shares in the Hongkong Cotton Spinning, Weaving, and Dyeing Co., Limited, on Saturday, 21st Aug.

By the N. P. steamer *Victoria*, which arrived from Tacoma a few days ago, the Hongkong Dairy Farm Co., Limited, received a herd of twenty-six cows, which were all landed in good condition.

The Hongkong police contingent which represented the local force during the Jubilee celebrations in London returned to the colony.

Messrs. Jardine, Matheson and Co. have received information of an accident which happened to the *Wosang*, for which they are the agents. While proceeding to Swatow she lost the four blades of her propeller. Fortunately she was picked up by another steamer and towed to Amoy, where she was docked, her cargo being transhipped into the steamer *Esang*.

Messrs. John D. Humphreys & Son, General Managers of Olivers Freehold Mines, Limited, have received the following information by telegram from Australia:—"A crushing of 150 tons of Eureka quartz gave a yield of half an ounce to the ton. In sinking the Eureka shaft have struck the reef at a depth of 240 feet; the width is not yet determined."

On the way from Hongkong to Singapore Capt. Christiansen, of the Kingsin-liner *Della*, picked up at sea, about 500 miles from shore, a Chinaman in a sampan. So far as could be learnt the unfortunate Celestial set out from Pulau Siantan with copra, and had been five days at sea when he was picked up. He was brought on to Singapore, and now seems half deranged as the result of his sufferings.

Telegraphic advices were received from India on Saturday, 21st Aug., of the untimely death at the age of thirty-two of Mr. Noormahmed Jairazbhoy, the eldest son of the late Mr. Jairazbhoy Peerbhoy and son-in-law of Mr. Curimbhoy Ebrahim, of Bombay. The deceased gentleman was of a very generous and benevolent disposition and his numerous and unostentatious acts of public and private charity will be deeply felt and sadly missed by the poor and respectable portion of his countrymen, amongst whom he was deservedly held in great esteem.

We have received from Messrs. Kelly & Walsh, Limited, a chart of Wuchow and another of Taking, showing the soundings in feet as found in May last. The plans are taken from running surveys carried out by the captain and officers of H.M.S. *Twcad*.

The compradore of the Public Works Department, who was charged with being in unlawful possession of a large number of ingots of copper, was again brought up at the Police Court on 19th Aug. His Worship discharged the accused, there being no evidence of unlawful intent against him, and the copper was restored to the owners.

At 2.10 a.m. on 22nd inst., a fire broke out in a tea and tobacco shop at 213, Queen's Road West. The Fire Brigade promptly attended, but the flames had taken such a firm hold of the premises that they spread to No. 211, both these places being rather severely damaged by fire and water. The premises were insured. The origin of the fire is unknown.

According to a despatch to the *San Francisco Bulletin* the P. M. liner *China* is at last in a fair way to become a full-fledged American steamer. President C. P. Huntington, of the Pacific Mail Steamship Company, has for years been trying to devise a scheme to secure an American register for the steamer *China*, the crack passenger ship of the Mail Company's Transpacific service. As our readers know, the *China* was built in England, in 1889, and is therefore a British vessel subject to transport or other government duty, in event of war. A despatch from London, received at San Francisco on the 19th ult. states that through Colonel Macfarlane, the register of the *China* has been transferred from the British to the Hawaiian flag. This means that if Hawaii is annexed President Huntington will be able to secure for his vessel an American register. Hawaii will issue no more registers until the Hawaiian matter is settled, so the *China* got through just in time. When the *China* gets an American register she will be entitled to a subsidy of \$2 a mile as a mail carrier.

At the Magistracy on Tuesday, before Hon. H. E. Wodehouse, three well-to-do Chinese and a servant were charged with obstructing the police in the execution of their duty. The case arose out of a gambling raid made by Detective Sergeant Scott at No. 11, Wellington Street on Friday last. Five coolies were arrested in the house and they were each fined \$10, and the allegation was that the defendants obstructed the police and tried to prevent arrest. One of the defendants was an interpreter at the American Consulate, the second was Messrs. Douglas, Lapraik & Co.'s compradore, and the third was described as a gentleman. The first and last named proceeded by way of cross-summons against Sergeant Scott for assault, the complainants alleging that the sergeant pushed them. Mr. Hastings, who appeared for the Chinese, said the police generally answered Chinese by striking them, no matter what their position was, and in this case the Chinese gentlemen resented being treated like coolies. Evidence having been given both summonses were adjourned.

The following telegram dated Raub, 10th August, has been received by the Singapore secretary:—"Rough cleaning up of Battery yielded 2,050 oz. amalgam estimated quantity of stone being 1,250 tons." The *Strait Times* says:—"2,050 ozs. of amalgam, should give about 717½ ozs. of smelted gold. This, with a crushing of 1,250 tons, gives an average yield of only 11 dwts. 11 grs. It has to be noted, however, that this is only a rough clean-up for the past month. Until the result of the two-monthly clean-up for July and August is made up, it would be idle to institute comparisons, as the averages are reckoned on the two-monthly basis. The amount of gold derived from the rough clean-up is merely an estimate, and the final clean-up for the two months may give the figures a different complexion. The final results are generally better than those of the rough clean-up. The average for May and June was nearly 17½ dwts. to the ton, exceeding slightly that of the four previous crushings, which amounted to 17.23 dwts. The record average was that of March and April: 2,420 tons for 2,555 ounces, an average of 1 oz. 1 dwt. 3 grs.

The Government has received the following telegram from H. B. M.'s Consul at Bangkok:—"Bangkok 23rd August, 1897. Bubonic plague ships from Amoy and Formosa forbidden to land Chinese immigrants in Siam. Immigrant ships from all other ports to wait at Paknam for pratique."

The Hongkong correspondent of the *N. C. Daily News* writes:—"I hear that the addition to the Royal Artillery (said to be 400 men) is expected in about a month's time. I do not know what they are coming in for, for certain, where they will be lodged, but it is stated they will go into Murray Barracks and that the officers and those companies of the West Yorks now lodged there will be transferred to the New Mount Austin Barracks."

By the death of Mr. Charles St. George Cleverly, news of which was received by telegram on 17th Aug., a connecting link with the early days of Hongkong has been removed. The deceased gentleman was appointed Assistant Surveyor when the Colonial Government was established, and a few years afterwards succeeded to the office of Surveyor-General. St. John's Cathedral, the Public Offices, and various other Government buildings were designed by him and erected under his supervision, and he was one of the committee which selected the design for the Pokfulam Waterworks, for which competitive designs had been invited. The uncomfortable but very durable pavement which is still to be found in Shelley Street and several other streets running up the hill, consisting of slabs of granite with the rows alternately raised and depressed, was Mr. Cleverly's invention. It may also be mentioned that Mr. Cleverly drew the plans for the Shanghai Club. He retired in 1865, since when he had been in receipt of a pension of \$2,000 per annum, equivalent at 4s 2d. to the dollar, to over £400. Mr. Cleverly some years ago paid a brief visit to the colony.

The shroff at the Magistracy was called to give skilled evidence on 18th Aug. before Hon. H. E. Wodehouse. The case was one in which two boys were charged with attempting to defraud a pawnbroker of \$10. Some days ago one of the prisoners pawned two metal toothpicks for \$8.50 with a pawnbroker in Queen's Road East. The articles were made of zinc washed in gold and the only solid gold about them was in the points, but the pawnbroker apparently imagined they were genuine. Later both prisoners took another similar pair of toothpicks to a second pawnbroker, who, more astute than his confrère, quickly discovered the baseness of the metal and the accused were consequently arrested. It was in connection with these latter toothpicks that the shroff at the Magistracy was asked his opinion. He swore that they were made of pure gold and on being asked by His Worship how much they were worth he left the witness box, weighed them in the office, and then said they were worth \$10. This evidence rather surprised Police Sergeant MacDonald, who was in charge of the case, and he at once informed the Magistrate that only the points were of solid gold. The shroff then said he meant that "only the outside was gold" and without being asked to further correct himself as to the value he was told by the Magistrate to test them properly. The "skilled" witness did as he was told and then informed his Worship that only the tips were genuine, the rest being made of zinc or lead. His Worship said there had evidently been a traffio in these articles as he had a similar case before him some weeks ago. He therefore adjourned the case in order that further inquiries might be made by the police, as perhaps the prisoners might have thought the articles were genuine.

MISCELLANEOUS.

The notice in another column of the death of Dr. Underwood, of Kiukiang, will be read with very general regret, for there was not a man on the River better known and respected. He had been for some sixteen years Kiukiang's medical adviser, but had himself had a good deal of sickness in the past two years, which terminated in a fatal attack of dysentery. He was married some five years ago, and leaves a widow and two children.—*N. C. Daily News*.

It may not be generally known, but the late Chinese Minister to England who died last month at the Ambassadors' Hall, North Honan Road, Shanghai was attended by an English hospital nurse, who came all the way from England with him. We presume he was the first native to be so attended. The nurse has now gone home again.—*Union*.

The ship *Falls of Clyde*, which left Shanghai on the 5th August for San Francisco, put back on the 16th with her ballast shifted and several of the crew sick. The *Falls of Clyde* encountered the full force of the recent typhoon between Shanghai and Japan. Her master endeavoured to make for Nagasaki, but was finally compelled to run back to the Yangtze.

The *Kobe Chronicle* of the 16th August says:—"We deeply regret to record this morning the death of Mr. John Greer Walsh. The news comes as a painful surprise to his many friends, as Mr. Walsh, we believe, had been ill only two or three days, the illness commencing with diarrhoea. The deceased gentleman, we understand, could lay claim to having resided in Japan longer than any other foreigner. He was the founder of the firm of Walsh & Co. at Nagasaki, where he lived in the fifties, and afterwards he founded the Yokohama and Kobe firm of Walsh, Hall & Co. In more recent years he was connected with the Kobe Paper Mill. Mr. Walsh was 68 years of age."

At the Manila Club on the evening of the 16th August a fight took place between two native servants which resulted fatally to both of them. From the account given in the *Comercio* it appears that both men were in the employ of Mr. Peypoch, who lives at the club, one being his boy and the other his coachman. The boy waited on his master and his guests at dinner as usual, withdrawing after he had handed the cigars round. A few minutes afterwards the whole establishment was alarmed by the cries of another servant, and on investigation it was found that the boy and coachman had been fighting with knives and that both had sustained mortal injuries. There had been a feud between them for some days owing to some small matter which had not been cleared up but in connection with which both were under suspicion.

COMMERCIAL.

TEA.

SHANGHAI, 20th August.—From Messrs. Welch, Lewis & Co.'s Circular.—Our last "printed" Tea market advices were dated 6th instant. London deliveries of China Congou for the two months June/July amount to only 2,960,000 lbs., against 3,727,000 lbs. for the corresponding months last year. There was very little Tea suggestive of the refinement of the "stringed quartette" in this year's China crop, but when any "new crop" arrives in England we expect much better deliveries than these. The stock on 31st July was 9,560,000 lbs. Black Tea.—This market has fallen back into quietness, no further "operations" being reported for either England or America. Prices have not yet declined, but buyers are few and Teamen have telegraphed to Hankow to check supplies from coming forward.

Settlements reported are:—
Ningchow... 2,981 chs. at 11s. 16.00 to 24.00 a pcl.
Keemun ... 525 " " 23.00 to 23.25 "
Hoibow..... 1,416 " " 13.00 to 19.50 "
Oonam 2,596 " " 14.25 to 17.00 "

7,495 ½ chs.

Stock, 7,550 ½ chests, against 20,262 ½ chests at same date last year.

Green Tea.—Pingsuoy.—There is very little change to report in this market. Teamen are very firm in their prices, and business is somewhat restricted in consequence. Country Teas.—Free arrivals have met with eager buyers, and "choice" Teas have sometimes been sold before the samples could reach many of the buyers. The market has been firm all round, but the strongest demand has been for "choice" chops and for clean drawing Country Teas. The business done has been almost entirely for shipment to the United States. Moyunes.—Even the "choice" Teas from these districts fall short of the usual standard of quality, and though there are many useful Teas amongst the "fine" and "finest" chops the crop is disappointing. The water of nearly all the Teas darkens rapidly, which we believe results from the leaf having been kept in a half-cured state for some time

after picking, and this was done in consequence of the news telegraphed about probable "Duty" being imposed in the United States. Tienkai. A few delicious Teas have come from these districts, and they stand out from an otherwise very ordinary crop. Fychows. The desire to buy these descriptions has become keener as the quality grows worse. Lyons. There are no signs of any falling off in the demand for "choicest" parcels and the extreme prices of Tls. 48 and Tls. 52 a picul have been paid for the best lots of Tienkai and Moyune. A considerable quantity has been settled at from Tls. 37 to Tls. 45, and a few Fychows at Tls. 21 to Tls. 28. Foong Mees and Sow Mees being in small demand are being retained in the chops.

Settlements reported are:—

	1-chts.	2-chts.	3-chts.
Pingsuey	10,353 at Tls. 21 to 36½ a picul.		
Moyune	17,418 " 21½ to 47 "		
Tienkai	10,541 " 19½ to 41 "		
Fychow	2,000 " 18 to 22 "		
Local packed	3,042 " 18 to 21½ "		
	[lines Tls. 20½ a picul.]		
	[lines Tls. 21½ to 33 a picul.]		

41,206 1-chts

Total settlements from opening of the market to date:—

	Settlements.	Stock.
	1-chts.	1-chts.
Pingsuey	1897. 1896. 1897. 1896.	
Moyune	41,808 14,172 14,722 31,845	
Tienkai	22,208 19,503 11,537 15,379	
Fychow	22,607 15,241 8,196 9,299	
Local packed	11,599 5,554 559 2,073	

Total arrivals to date are:—

	1-chts.	1-chts.
Pingsuey	56,530, against 49,017	
Country Tea & Local packed	76,666 " 67,054	
	633,196 116,071	

SILK.

CANTON, 11th August.—Tsatlees and Re-reels.—Prices remain steady, with little doing. Filatures.—There has been a good demand for Lyons, the low exchange having facilitated business and allowed an advance of \$26 to \$25 per picul for the outgoing mail. From prices paid we quote \$700 for Kwang Sun On 11/13, \$680 for Kwong Sun Cheong 14/16, S.R. \$675 for Cheong Kee 9/11 and Kwong Lun Fung 11/13, \$660/590 for Yee Woo Cheong 18/22 and King Wo Cheong 18/22, \$535 for Yu Yee Cheong 18/22, \$590/560 for good No. 3 chops 11/13 and 13/15. Short-reels.—Continued in good demand and are very scarce. From prices paid we quote \$640 for Poo Cheong Wo 14/16, \$635 for Ying Kee, Koun King 14/16, and Yu Han Cheong 14/16. Waste.—A good business has been done at hardening prices. Stocks:—Tsatlees, 800 bales; Filatures, 400 bales.

SHANGHAI, 20th August.—(From Messrs. A. R. Burkill & Sons' Circular).—London advices to 17th August quote a quiet market, Gold Kilins 8/10½, Blue Elephants 9/6. Raw Silk.—The market has been fairly active during the week and prices have advanced all along the line. Exchange has declined this a. m. to 2/4½ and 3/01, but as nearly all the settlements quoted below were on a basis of 2/5½ and 3/09, we take these rates for laying down costs. The Settlements so far reported to-day are on a basis of Tls. 452½ for Gold Kilin, at which market closes very strong. Double Silver Elephant Tls. 455. Exchange about 2/4½ and 3/01. Tsatlees.—About 1,200 bales have changed hands at varying prices. Gold Kilins touching 452½ this p.m. an advance of Tls. 25 per picul during the week. Tsatlees have been enquired for, and some 2/300 bales are settled. Yellow Silks are very strong. Pels. 3/400 have been bought at irregular rates, quotations generally are Tls. 15/20 per picul up. Arrivals, as per Customs Returns, 12th to 18th August: 2,713 bales White, 361 piculs Yellow and 162 piculs Wild Silks. Re-reels and Filatures.—Considerable transactions have taken place during the past day or two both in Steam Filatures and X Reel Hand Filatures for America. For 1st choice 13/15 is 733/750 was paid early in the week, latterly Tls. 765 for 13/15, and to-day Tls. 795 for 9/11 is the price at which some forward contracts have been made. For X Reel Hand Filatures, such as May-hen-yue Extra Tls. 600 is quoted, and 350/400 bales have been settled on this basis. Pegasus No. 1 has been bought for Lyons at Tls. 550, and firm offers are being taken to-day at Tls. 560. The Export of

Steam Filatures to date is: to Continent 894 bales, to America 892 bales, to Japan 2 bales and to London 1 bale. Waste Silk.—Business is almost at a standstill, only some Pels. 3/400 Hankow Prisonnets have changed hands at Tls. 20 for whole bales. Pongees.—2,500 pieces are reported settled as follows:—

	at Tls.
33/34 in. by 19 yds. by 37/38 oz.	7.00
19 in. by 18/18½ yds. by 22/23 oz.	2.50/3.00
24/25 in. by 14/14½ yds. by 22/23 oz.	2.85/3.00

Prices calculated by Maerten's Tables at 11 per cent; Exchange 2/5½; Freight Tls. 6.50 per bale:—

	Tls.	Stg.
	per	per
	pol.	lb.
Tsatlees.—Black Lion 3½	510	10/9½
" Blue Elephant	485	10/3½
" Yellow	485	9/10½
" Mountain 4	472½	10/0½
" 5	460	9/9½
" Silver Double Elephant	450	9/7
" Gold Killing	447½	9/8½
" Chay Killing	427½	9/1½
" Yaonlay Seeling	445	9/8
Hanchow Tsatlees.—Lanhook	425	9/0½
" Lanping	405	8/7½
Taysam.—Green Kahing Cicada 1	457½	9/8½
" 9 by 12 Moss Double Butterfly 1	410	8/9
" 2	400	8/6½
" " Green Stock 4	355	7/7½
" Gold Bear Extra.	355	7/7½
Chincum.—Peachtree, 2	418½	8/10
" 3	401½	8/7
Yellow Silk.—Mienchow	357½ a 362½	7/8 a 7/9½
" Meeyang	355 a 377½	7/7½ a 8/1
" Fooyung	342½ a 357½	7/4 a 7/8
" Wougehoh	305	6/7
" Szechong	260	5/8
" Tangloh	360	7/9
Steam Filature—		
1st Choice 13 15 den.	730 a 750	15 3 a 15 8
2nd " " "	715 a 735	14 11½ a 15 4½
3rd " " "	700 a 720	14 7½ a 15 0½
Hand Fil.—Grasshopper 1, 2, 3	ave. 530	11 2
" Green Pine Stork 1, 2, 3	525	11 1
Wild Silk.—Szechuen Tussah Raw	200	4 5½

CAMPION

HONGKONG, 25th August.—Arrivals have been small and prices are advancing. Quotations for Formosa are nominally \$49.75 to \$50.00 Sales, 100 piculs.

SIBIAN

HONGKONG, 25th August.—The market continues weak and prices are declining. Quotations are:—

Shekloong, No. 1, White...	\$7.20 to 7.22 per picul.
do. " 2, White...	6.69 to 6.71 "
Shekloong, No. 1, Brown...	4.52 to 4.54 "
do. " 2, Brown...	4.40 to 4.43 "
Swatow, No. 1, White...	7.11 to 7.13 "
do. " 2, White...	6.62 to 6.65 "
Swatow, No. 1, Brown...	4.45 to 4.48 "
do. " 2, Brown...	4.35 to 4.38 "
Soochow Sugar Candy...	10.98 to 11.00 "
Shekloong " "	9.58 to 9.61 "

MISCELLANEOUS EXPORTS.

The O. & O. steamer *Gaelic*, sailed on the 14th August. For San Francisco:—366 packages tea and 25 cases silk goods. For La Libertad:—17 cases silk goods. For San José de Guatemala:—23 cases silk goods. For La Union:—3 cases silk goods. For Corinto:—4 cases silk goods. For Punta Arenas:—2 cases silk goods. For Champerico:—6 cases silk goods. For Acajntla:—1 case silk goods. For Panama:—35 cases silk goods. For Guayaquil:—7 cases silk goods. For Callas:—7 cases silk goods. For Benfolds:—1 case silk goods. For Philadelphia:—2 cases silk goods. For New York:—280 bales raw silk.

Per steamer *Tantalus*, sailed on the 17th Aug. For London:—5,806 boxes tea (109,242 lbs.), 100 cases essential oil, 73 cases cigars, 4 cases glycerine, 20 cases bristles, 3 cases effects, 17 cases curios, 2,752 cases ginger, 402 bales waste silk, 175 bales canes, 95 rolls mats, and 17 packages sundries. For London and/or Manchester:—290 bales waste silk. For London and/or Hamburg:—40 cases bristles, 16 bales rattanore, 15 casks and 15 cases wood oil. For Manchester:—200 bales waste silk. For Glasgow:—30 bales strawbaskets, 35 cases blackwoodware and 1 package sundries. For Hamburg:—32 bales feathers.

The German steamer *Bayern*, sailed on the 17th August. For Trete:—67 chests tea and 50 bales waste silk. For Genoa:—200 boxes tea, 195 bales raw silk, 112 bales canes, 100 bales waste silk and 1 case private effects. For Barcelona:—28 bales canes. For Antwerp:—

493 bales feathers, 88 packages tea, 15 rolls matting, 12 bales rattanore and 10 bales leaf-tobacco. For Antwerp/Bremen:—37 bales leaf-tobacco. For Amsterdam:—320 boxes ginger, 17 cases chinaware and 10 cases teastick. For Rotterdam:—7 cases cigars. For Copenhagen:—15 cases curios. For Bremen:—590 rolls matting, 5 cases bamboofans, 5 casks ginger, 5 boxes tea, 4 cases cigars, 4 cases preserves, 2 cases curios, 1 case merchandise, 1 box teapots and 1 box silk piece goods. For Hamburg:—1,002 boxes tea, 320 rolls matting, 158 bales feather, 25 casks ginger, 10 cases cassia oil, 2 cases samples, 2 cases cigars, 1 case grass-cloth and 1 bag coffee.

The steamer *Ghazee*, sailed on the 18th Aug. For New York:—897 boxes cassia, 760 packages fire crackers, 2,037 packages merchandise.

The steamer *Ernest Simons*, sailed on the 18th August. For France:—209 bales raw silk, 2 cases silk, 75 cases gallnuts, 450 cases cassia, 20 bales hair, 580 packages tea, 4 packages feathers, and 1 bale rope. For Milan:—15 bales raw silk.

The steamer *Pingsuey*, sailed on the 19th August. For London:—1,681 boxes tea, 189 1-chests tea, 127 cases chinaware, 85 rolls matting, 60 cases blackwoodware, 34 packages tea, and 2 packages sundries.

The steamer *Diomed*, sailed on the 20th August. For London:—25 casks preserves, 30 cases blackwoodware, 4 cases vermilion and 1 case sundries. For London and/or Manchester:—50 bales waste silk.

The P. & O. steamer *Java*, sailed on the 21st August. For London:—3,048 packages tea from Amoy, 4 cases cigars from Manila, 303 cases chinaware, 48 cases blackwoodware, 4 cases feathers, 2 cases bone fans, 2 cases silk piece goods, 65 cases leaffans, 10 cases bristles, 1,485 rolls mats and matting, 189 bales canes, 55 bales bambooware, 33 bales feathers, 734 packages lady crackers, 20 packages sundries, 12,345 boxes tea (259,445 lbs.). For Manchester:—175 bales waste silk. For Liverpool:—20 bales waste silk. For Marseilles:—400 bales tea.

OPIUM.

HONGKONG, 25th August.—Bengal.—A small advance has taken place in prices owing to the continued fall in exchange. Current rates are \$730 for both New Patna and New Benares.

Malwa.—A further improvement has taken place in the values of this drug, the following being the latest figures:—

New (this yr's) \$850 with allance of ¼ to 3 cts.	
" (last ") \$880	¾ to 1 ½ "
Old (2/5 ") \$910	0 to 1 "
" (6/9 ") \$940	0 to 1 "

Persian.—There has been a slight advance in the rates of this drug, closing steady at \$500 to \$640 for Oily and at \$550 to \$690 for Paper wrapped according to quality.

To-day's stocks are estimated as under:—

New Patna	1,770 chests.
New Benares	570 "
Malwa	340 "
Persian	730 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1897.	\$	\$	\$	\$	\$	\$
Aug. 18	715	770	715	—	850/880	910/940
Aug. 19	717½	770	717½	—	850/880	910/940
Aug. 20	722½	770	720	—	850/880	910/940
Aug. 21	722½	770	721½	—	850/880	910/940
Aug. 22	722½	770	721½	—	850/880	910/940
Aug. 23	727½	770	727½	—	850/880	910/940
Aug. 24	728½	—	730	—	850/880	910/940
Aug. 25	730	—	730	—	850/880	910/940

COTTON.

COTTON, 25th August.—Owing to further decline in Exchange, Importers are firm and are asking higher rates without finding buyers as yet. Stock, about 2,700 bales.

Bombay	\$17.50 to 18.50 p. pl.
Karachee	16.50 to 18.75 "
Bengal, Rangoon, and Dacca	20.25 to 21.75 "
Shanghai and Japan sea	21.00 to 23.75 "
Tientsin and Singapore	23.00 to 25.75 "
Madras (B-st)	19.50 to 20.50 "
Sales:	975 bales Bengal, Rangoon, and Dacca.

RICE.

HONGKONG, 25th August.—There has been a large demand for shipment to the Straits and Japan, and prices for the better descriptions are again advancing. Quotations are:—

Saigon, Ordinary.....	\$2.64 to 2.66
Round, good quality	2.82 to 2.84
Long	2.91 to 2.97
Siam, Field, mill cleaned, No. 2 ..	2.72 to 2.75
Garden, No. 1 ..	2.93 to 3.00
White	3.97 to 4.00
Fine Cargo	4.13 to 4.15

COALS.

HONGKONG, 25th August.—Market steady. Quotations are:—

Cardiff	\$16.50 to 18.00 ex ship.
Australian ..	7.75 to 10.00 ex ship, steady
Milke Lump...	8.00 to 9.25 ex ship, nominal
Milke Small...	7.25 to 8.00 none offering
Moji Lump ...	7.75 to 8.50 ex ship, sales

MISCELLANEOUS IMPORTS.

HONGKONG, 25th August.—Amongst the sales reported are the following:—

YARN AND PIECE GOODS:—Bombay Yarn.—115 bales No. 8 at \$88.50 to \$91, 550 bales No. 10 at \$91.75 to \$100, 440 bales No. 12 at \$98 to \$100, 55 bales No. 16 at \$101 to \$107, 700 bales No. 20 at \$108.50 to \$113. *Grey Shirtings.*—1,200 pieces 12 lbs. Blue Dragon at \$4.80. *White Shirtings.*—500 pieces No. 30 at \$3.80, 1,000 pieces C. Mark at \$5.60, 150 pieces E. K. at \$6.

METALS.—Iron—200 kegs wire nails at \$6.05, 300 kegs wire nails, fine, at \$7.75. *Tin.*—100 slabs Foongchai at \$37.80, 200 slabs Siam at \$37.50 to \$37.60.

COTTON PIECE GOODS.

Grey Shirtings—6lbs.	1.80 to 1.90
7lbs.	2.10 to 2.30
8.4 lbs.	2.45 to 3.40
9 to 10 lbs	3.40 to 4.30
White Shirtings—54 to 56 rd.	2.45 to 2.65
58 to 60 "	2.80 to 3.40
64 to 66 "	3.40 to 4.00
Fine	4.20 to 7.30
Book-folds.	3.70 to 5.90
Victoria Lawns—12 yards ...	0.67 to 1.35
T-Cloths—6lbs. (32 in.), Ord'y.	1.55 to 1.75
7lbs. (32 ") ..	1.95 to 2.20
6lbs. (32 "), Mexs.	1.75 to 1.90
7lbs. (32 ") ..	2.20 to 3.60
8 to 8.4 oz. (36 in.)	2.45 to 3.30
Drills, English—40 yds. 13½ to 14lbs.	3.85 to 5.25

FANCY COTTONS

Turkey Rei Shirtings—1½ to 5lbs.	1.45 to 4.00
Brocades—Dyed	4.00 to 4.75
Damasks	0.12 to 0.16
Chintzes—Assorted	0.08 to 0.11
Velvets—Black. 22 in.	0.21 to 0.32
Velveteens—18 in.	0.18 to 0.21

Handkerchiefs—Imitation Silk 0.50 to 0.90
WOOLLENS

Spanish Stripes—Sundry chops.	0.62½ to 1.30
German	1.15 to 1.50
Habit, Med., and Broad Cloths.	1.45 to 5.25
Long Ells—Scarlet	7.15 to 9.00
Assorted	7.25 to 9.10
Gamlets—Assorted	14.00 to 35.00
Lastings—30 yds., 31 inches, Assorted)	12.00 to 22.00
Orleans—Plain	3.60 to 4.50
Blankets—8 to 12lb.	6.00 to 12.00

METALS

Iron—Nail Rod	4.25 to —
Square, Flat Round Bar ...	4.30 to —
Swedish Bar	6.10 to —
Small Round Rod	4.60 to —
Hoop	5.50 to —
Old Wire Rope	2.60 to 3.00
Lead, L. B. and Hole Chop ...	8.60 to —
Australian	8.40 to —
Yellow Metal—Muntz, 14/20 oz.	31.50 to —
Vivian's, 14/20 oz.	30.00 to —
Elliot's, 14/20 oz.	30.00 to —
Japan Copper, Slabs	— to —
Tiles	— to —
Tin	— to —
Composition Nails	— to —
Fin-Plates	6 10 to —

Steel.....	per cwt. case	5.50 to —
SUNDRIES	per picul	
Quicksilver	124.00 to —	
Window Glass	per box	3.90 to 3.95
Kerosene Oil	per 10-gal. case	1.95 to —

SHANGHAI, 19th August.—(From Messrs. Nosl, Murray & Co's. Piece Goods Trade Report)—Sterling rates having receded close on four per cent. since our last was published, when we stated that the import trade was at a standstill, so it can easily be imagined what the position is now. With the exception of a few transactions for Corea in special make heavy Shirtings, against which Exchange had been settled some time since in anticipation of the demand, there is nothing doing privately from first hands, and judging by the very unsatisfactory and weak prices paid at auction there is absolutely no inducement to do anything. Naturally so long as there is any stock here there must be some movement, but there appears to be very little, if any, left in first hands now that Exchange has not been settled against. This, however, cannot be said of native owned goods, and is causing much anxiety to the Importers. All expedients seem to have failed them this year, and nothing but loss has been the result of all their manipulations. Compromises have been arranged in some cases and troubles tided over for the time being, but it is idle to imagine that this great crisis can be passed over without some very considerable amount of grief amongst the trade. Meanwhile the Newchwang market is the only one that is showing any vitality, and the way in which it keeps up in face of the enormous quantities that have gone forward is quite refreshing. Tientsin and Hankow are both holding off on account of the high prices ruling here, but doubtless when they have worked off the comparatively cheap supplies in hand they will manage to pay up a little more, as the enhanced prices they are receiving for their produce must tell in the long run. The Manchester market is quiet but steady, with Cotton 4½d. in Liverpool. With the present discrepancy of nearly 50 per cent. in the intrinsic values of the Rupee and Tael, in favour of the former, manufacturers are not unnaturally turning their attention to the weaving of cloths suitable for India, and the China trade will be ignored, thus everything tends towards the fostering of the native industry. The local Cotton crop is coming on in a very satisfactory manner, and already has made a perceptible impression on the price for spot cargo, which is now Tls. 17.50 for best ginned. The enhanced prices required by Importers of Indian Yarn on account of the further decline in the Rupee rate for remittance has almost caused a dead-lock in that trade. Rupees are quoted today 181½ per 100 taels.

METALS.—(From Messrs. Alex. Bielfeld & Co's Report) 20th August: During the past week everything has been stagnant owing to the terrible pranks that are being played with exchange. Neither foreigners or Chinese know which way to turn, and the natives are all trembling for the next settlement on the 13th September, as owing to the general upsetting of all calculations they scarcely know what to expect. There is absolutely nothing doing, and it would almost seem that business is impossible until there is a likelihood of exchange crystallising. At the present state it is madness to attempt to forecast, and what may be good business to-day may mean ruin to-morrow. Auction—100 tons Scrap Iron at Tls. 1.88½ to 1.94; 50 tons Old Ship Plates at Tls. 1.95; 20 tons Old Telegraph Wire at Tls. 1.77½; 15 tons Old Iron Chains at Tls. 2.75.

JOINT STOCK SHARES.

HONGKONG, 25th August.—Business during the week under review has been a little more brisk and a fair number of transactions have been put through, chiefly, however, at declining rates, and the market closes shy with rates somewhat erratic.

BANKS.—Hongkong and Shanghai.—With the continued fall in the value of silver, tight money, and probably owing to some extent to the unsettled state of politics in Europe and India, the stock has ruled weak, and rates have fallen considerably. In the early part of the week small sales were effected at 177 and 176 per cent. prem., but later, with a further drop

in the London rate to £39.10, and with a number of shares offering from Shanghai, the rate suddenly fell to 170 with sales, and later still sales were reported at 168; at time of closing the market is steadier at 170, the London rate having risen to £40. Nationals have been enquired for at rates under the quoted ones, but no sales have been reported.

MARINE INSURANCES.—China Traders have found further buyers at \$78 and \$78½. Unions are still enquired for at \$232½, but sellers hold for higher rates. Cantons continue on offer and the rate has fallen to \$177½ without business. Straits have changed hands at the improved rate of \$17½. Yangtsies have found Coast buyers at \$158 and more are wanted at the rate, holders demanding \$160. North Chinas have been negotiated in the North at quotation.

FIRE INSURANCES.—The market has been very dull and inactive with both Hongkongs and Chinas offering at quotations and little or no business.

SHIPPING.—Hongkong, Canton and Macao have declined to \$32½ with sales and close quiet at that rate. Indo-Chinas have been on offer at \$49 all the week and sales are reported at \$48. Douglasses continue with sellers and no sales or buyers at \$66½. China Mutuals are enquired for without bringing out sellers.

REFINERIES.—China Sugars have further declined to \$140, after small sales at \$143 and \$142 from the North. Lumons have ruled quiet with small sales at \$44 and close with sellers at that rate.

MINING.—Punjoms have continued quiet and with but small sales at from \$5½ to \$6, closing at \$5.75. At the private meeting of shareholders held on the 24th inst. an offer was submitted from the American Syndicate, the details of which being rather complicated, it was decided to circulate the same amongst the shareholders and adjourn the meeting to the 30th inst., when an expression of opinion might be obtained. Charbonnages have changed hands at \$81 to \$83 and more shares are wanted and could be placed at \$85. New Balmorals and Olivers have found buyers to a limited extent at quotations, both closing quiet. Jelebus have been negotiated at \$2.10. Raubs have shown steady signs of recovery and a fair business has been put through at \$18½, \$19, and \$19½ cum dividend and at \$18½, \$19, and \$19.10 ex dividend, a good many shares at the higher rates going to Singapore buyers. The dividend just to hand (1s. 0d.) is payable at the rate of 2s. 0d., or 50 cents per share, by the Chartered Bank of India, &c., Singapore, and can be sold at the present to most of the local Banks at par. The market closes firm at \$19 ex dividend.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks, with a good many shares on the market for the settlements, have ruled quiet and weak with sales at 237, 236, 235, and 234 per cent. prem. cum dividend and later at 222 ex div. Kowloon Wharves continue neglected and quiet with sellers at \$64 and buyers to a limited extent at \$63; at time of closing sales have been effected at \$63. Wanchais have found further investing buyers at \$44½, and close steady at that rate.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands continue very quiet with no business. Hotels remain steady at \$50 to \$51 cum dividend payable on the 30th instant, and small sales have been effected at these rates. Kowloon Lands have found small buyers at \$19. Humphreys Estates have changed hands and are still offering at \$9½, and West Points continue out of favour at quotation.

MISCELLANEOUS.—Green Islands have been in demand and sales effected at \$44 and \$44½ cum new issue, \$29½ and \$29½ ex new issue, and \$14½ for new issue, market closing firm. Watsons have found further buyers at \$12½, Electrics at \$7½, Ropes at \$171, and Fenwicks at \$28½, whilst Ices and Tramways continue on the market at quotations without sales. Cotton Mills all close a little easier after sales of Ewos at Tls. 116 and Lung Kung Mows at Tls. 119 and Tls. 118. The applications for the Hongkong Cotton Spinning, Weaving, and Dyeing Company's shares exceeded the number to be allotted by 3½ times; the stock is now quoted at \$1 (5 per cent.) prem. on the \$20 paid up.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATION.
Banks—		[\$337.50, sellers]
Hongkong & S'hai...	\$125	170 1/2 prem=
China & Japan, prf.	£5	nominal
Do. ordinary...	£1 10s.	nominal
Do. deferred...	£1	£5, sales & buyers
Natl. Bank of China		
B. Shares	£8	\$22, sellers
Founders Shares...	£1	\$20
Bell's Asbestos E. A....	£1	\$9, sellers
Campbell, Moore & Co.	\$10	\$8
Carmichael & Co.	\$20	\$8
China Sugar	\$100	\$140, sal. & sellers
Dairy Farm Co.	\$5	\$1, buyers
Ewo Cotton	Tls. 100	Tls. 115, sal. & sel.
Penwick & Co., Geo....	\$25	\$28 25
Green Island Cement...	\$10	\$41 cum N.I., \$29 1/2
H. & China Bakery ...	\$50	\$33, buyers [s. & s.]
Hongkong & C. Gas ...	\$10	\$110, buyers
Hongkong Electric ...	\$8	\$9.50, buyers
H. H. L. Tramways ...	\$100	\$12, sellers
Hongkong Hotel	\$50	\$48, ex div. sales
Hongkong Ice	\$25	\$115, sellers
H. & K. Wharf & G....	\$50	\$63, sales & sellers
Hongkong Rope	\$50	\$171, sales & sellers
H. & W. Dock	\$125	\$22 p. ct. prem=
Insurances—		[\$32.50, ex div.]
Canton	\$50	\$17 1/2, sellers
China Fire	\$20	\$10, sellers
China Traders'	\$25	\$7 1/2, sales & buyers
Hongkong Fire	\$50	\$36, sales & sellers
North-China	\$25	Tls. 200, buyers
Straits	\$20	\$17 1/2, sales
Union	\$25	\$23 1/2, sal. & buyers
Yangtze	\$60	\$158, sales & buyers
Land and Building—		
H. Land Investment...	\$50	\$74, sales & buyers
Humphreys Estate...	\$10	\$9 1/2, sellers
Kowloon Land & B....	\$30	\$19
West Point Building	\$40	\$22, sellers
Luzon Sugar	\$100	\$44, sales & sellers
Mining—		
Charbonnages	Fcs. 500	\$35, sales & buyers
Great E. & C'donin ..	\$5	\$5, sellers
Do. Do.	\$2 1/2	\$2.20, sellers
Jebeu ..	\$5	\$2.10, sal. & buyers
New Balmoral	\$1	\$1.50, sales
Do. Preference ...	\$1	\$1.70, sales
Oliver's Mines, A....	\$5	\$20, sellers
Do. B.	\$2 1/2	\$5.75, sales & sellers
Punjom	\$4	\$5.75
Do. Preference...	\$1	\$1.80, sellers
Raubs	13s. 10d.	\$19, ex div. buyers
New Amoy Dock	\$10	\$18 1/2
Steamship Coys.—		
China and Manila ...	\$50	\$75, sales & buyers
China Mutual Ord....	£5	£2 10s. buyers
Do. Preference...	£10	£7, buyers
Douglas S. S. Co. ...	\$50	\$6 1/2, sellers
H., Canton and M....	\$15	\$32 1/2, sales & sellers
Indo-China S. N.	£10	\$48, sal. & sellers
Wanchai Warehse Co.	\$37 1/2	\$44 1/2, sales & buyer
Watson & Co., S. A....	\$10	\$12 50, sal. & sellers

J. V. Y. VERNON, Broker.

SHANGHAI, 20th August.—(From Messrs. J. P. Bisset & Co.'s Report.)—There has not been very much business done during the week. In Hongkong money is very tight, and the market generally is weak in consequence. This has its effect on our market, and the rate of exchange checks purchases from Hongkong. Banks.—Hongkong and Shanghai Banking Corporation.—Shares were placed to Hongkong on the 14th at 188 per cent premium and exchange 75, equal to about 196 and 73. Since then one or two small lots have changed hands at 186 per cent. premium ex div., and there are sellers at the close. Hongkong quotes sellers at 177 per cent premium. The high rate of exchange accounts for the large difference in our and their quotations. National Bank of China shares are offering in Hongkong at \$22 1/2. Marine Insurance.—North Chinas were purchased from Hongkong at Tls. 200, costing Tls. 202 laid down here. Yangtszes have changed hands at \$150 and \$160, and are wanted. Straits have been placed at \$18 1/2 and \$18 1/2 cash, and \$18 1/2 for the 31st current. Fire Insurance.—Shares are unchanged. Shipping.—In Indo-China S. N. shares only one sale, at Tls. 36, is reported. Sugars.—A sale of China Sugar Refining shares for December delivery at \$150 cum the interim dividend of \$4, is reported. This is over the Hongkong price, as cash shares are offering there at \$143. Luzon Sugar Refining shares were sold to Hongkong at \$45. Docks, Wharves and Godowns.—Shares in Boyd & Co. we quote Tls. 195 ex the dividend of Tls. 18 paid on the 19th instant. S. C. Farnham & Co. shares were sold at Tls. 172 1/2, but a strong demand sent up the price to Tls. 180 and 182 1/2, at which business was done. Shanghai and Hongkew Wharf shares are offering, but no business is reported in the stock. The interim

dividend of Tls. 3 was paid to-day. Lands.—Shanghai Land Investment shares were placed at Tls. 90. Hongkong Land shares are offering in Hongkong at \$74 1/2. Industrial.—Shanghai Gas shares are offering at Tls. 225, and Major Brother shares at Tls. 42 1/2. In Cotton Mill shares, E-wos were placed for the 31st current at Tls. 117, and Internationals for cash at Tls. 122 1/2, for August at Tls. 124 1/2, and for December at Tls. 129. Shanghai Rice Mill shares were sold at Tls. 27 1/2, China Flour Mill shares at Tls. 55, and American Cigarette shares at Tls. 85. Tug & Cargo Boats.—Taku Tug and Lighter shares are offering at T. Tls. 115. Shanghai Cargo Boat shares changed hands at Tls. 196 ex div. Miscellaneous.—Shanghai Waterworks shares have been placed at Tls. 305. Shanghai-Sumatra Tobacco shares have been changing hands at Tls. 95, Tls. 97 1/2 and Tls. 100 cash, Tls. 97 1/2 and Tls. 103 for September, Tls. 100 for October, Tls. 102 1/2, Tls. 103 and Tls. 105 for November, and Tls. 105 for December. Business was done to-day at Tls. 110 for the 31st December. Shanghai-Langkato Tobacco shares declined to Tls. 400 cash, but improved to Tls. 410, Tls. 425 and Tls. 440, and business was done for 31st October at Tls. 500 and for December at Tls. 500, Tls. 505 and Tls. 525. Hall & Holtz shares were sold, and are offering at Tls. 41 1/2. Loans.—Shanghai Municipal 5 1/2 per cent Debentures were placed at Tls. 101 1/2, Shanghai Land Investment 5 1/2 per cent Debentures at Tls. 101 1/2, Shanghai Waterworks 6 per cent Debentures at Tls. 103 1/2, and Perak Sugar 7 per cent Debentures at Tls. 100, all plus the interest accrued to date. Quotations are:—Hongkong and Shanghai Banking Corporation.—\$367.50.

Bank of China, Japan, and The Straits, Limited. deferred shares.—£5.

Bank of China, Japan, and The Straits, Limited, ordinary shares.—Nominal.

National Bank of China, Ltd.—\$28.

National Bank of China, Ltd., Founders.—\$20.

Union Insurance Society of Canton, Ltd.—\$240.

China Traders' Insurance Co., Ltd.—\$77.

North China Insurance Co., Ltd.—Tls. 202.00.

Yangtze Insce. Assn., Ltd.—\$160.

Canton Insurance Office, Ltd.—\$182 1/2.

Straits Insurance Co., Ltd.—\$18 1/2.

Hongkong Fire Insurance Co., Ltd.—\$355.

China Fire Insurance Co., Ltd.—\$108.

Hongkong, Canton and Macao Steamboat Co.—\$33 1/2.

Indo-China Steam N. Co., Ltd.—Tls. 36.00.

Douglas Steamship Co., Ltd.—\$66.

China-Mutual Steam Nav. Co. pref. shares.—Tls. 50.00.

Perak Sugar Cultivation Co., Ltd.—Tls. 38.00.

China Sugar Refining Co., Ltd.—\$150.

Luzon Sugar Refining Co., Ltd.—\$8 1/2.

Sheridan Consolidated Mining and Milling Company, Limited.—Tls. 2.50.

Punjom Mining Co., Ltd.—\$6 1/2.

Punjom Mining Co., Ltd. pref. shares.—\$2.

Jebeu Mining & Trading Co., Ltd.—\$2.25.

Raub Australian Gold Min. Co., Ltd.—\$24.

Boyd & Co., Ltd., Founders.—Nominal.

Boyd & Co., Limited.—Tls. 195.00.

S. C. Farnham & Co.—Tls. 182.50.

Hongkong and Whampoa Dock Co., Ltd.—\$422 1/2.

Shanghai & Hongkew Wharf Co.—Tls. 124.00.

Hongkong and Kowloon Wharf and Godown Company, Limited.—\$65.

Shanghai Land Investment Co., Ltd. (fully paid)—Tls. 90.00.

Hongkong Land Invest. & A. Co., Ltd.—\$75.

Kowloon Land & Building Co., Ltd.—\$19.

Humphreys Estate and Finance Co., Ltd.—\$10.

Shanghai Gas Co.—Tls. 225.00.

Major Brothers, Limited.—Tls. 42.50.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 117.00.

International Cotton Man. Co., Ltd.—Tls. 122.50.

Laou-kung-mow Cotton Spinning and Weaving Co., Ltd.—Tls. 117.00.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 582.50.

Shanghai Ice Company—Tls. 130.00.

Shanghai Tugboat Co., Ltd.—Tls. 215.00.

Taku Tug & Lighter Co., Ltd.—Tls. 121.00.

Shanghai Cargo Boat Co.—Tls. 196.00.

Co-operative Cargo Boat Co.—Tls. 180.00.

Shanghai Waterworks Co., Ltd.—Tls. 305.00.

Shanghai Sumatra Tobacco Co.—Tls. 100.50.

Shanghai Langkat Tobacco Co., Ltd.—Tls. 450.00.

Shanghai Horse Bazaar Co., Ltd.—Tls. 76.00.

J. Llewellyn Co., Limited.—\$75.00.

Hall & Holtz, Ltd.—\$41.50.

A. S. Watson Co., Limited.—\$12.50.

Bell's Asbestos Eastern Agency, Ltd.—\$9.00.

Hongkong Electric Co., Ltd.—\$8.00.

TONNAGE.

HONGKONG, 25th August.—Freights generally remain about as before advised. Saigon to Hongkong the rate has advanced to 10

cents per picul, at which one settlement is reported. To Singapore, 13 cents has been paid, and another small carrier could be placed at same rate. For Java there is no enquiry.

Newchwang to Canton, 20 cents is the current rate for ready steamers, but there is little enquiry.

Coal freights from Japan have further weakened owing to a scarcity of coal, and \$1 per ton is hardly obtainable from Moji to Hongkong, while to Singapore \$1.50 per ton has been done. From Mororan a small carrier could be taken at \$1.50 per ton.

Sailers.—One vessel has been fixed to load hence to New York at about 11s. per ton of 40 cubic feet and another one is wanted at same rate.

The French barque *Daguesclin*, 1,352 tons, and the British ship *Sierra Nevada*, have been ordered by owners to proceed to Portland, Or., in ballast.

There is one vessel disengaged in port, registering 1,879 tons.

The following are the settlements:—

Isaac Reed—American ship, 1,480 tons, hence to Baltimore, \$6,750 U.S. gold in full.

Governor Robie—American ship, 1,627 tons, hence to New York, private terms.

Taiyick—German steamer, 1,033 tons, Pulo Sem-bilan to Yokohama (kerosine oil), 22 cents per case.

Velox—German steamer, 636 tons, Cebu and Iloilo to Yokohama, 30 cents per picul.

Triton—German steamer, 1,240 tons, two ports Java to Hongkong, 17 cents per picul.

Martha—German steamer, 1,560 tons, two ports Java to Hongkong, 17 cents per picul.

Fausang—British steamer, 1,410 tons, Saigon to Singapore, 13 cents; to Penang, 16 cents per picul.

Supaban—German steamer, 893 tons, Karatsu to Manila, \$2.30 per ton.

Oscarshul—Norwegian steamer, 764 tons, Karatsu to Manila, \$2.50 per ton.

Donar—German steamer, 1,202 tons, hence to Yokohama, coal, \$2 per ton; thence Mororan to Hongkong, \$1.60 per ton.

Tetartos—German steamer, 1,578 tons, Moji to Hongkong, \$1 per ton.

Hermod—Norwegian steamer, 830 tons, Moji to Singapore, \$1.60 per ton.

Asloun—British steamer, 1,827 tons, Hongay to Hongkong, \$1.25 per ton.

Pulkenberg—German steamer, 1,175 tons, two trips Hongay to Hongkong, \$1.35 per ton.

Holten—British steamer, 896 tons, Newchwang to Canton, 20 cents per picul.

Donar—German steamer, 1,202 tons, hence to Mauritius and back, \$4,800 per month.

China—German steamer, 1,033 tons, monthly, 3 months, \$1,750 per month.

CLOSING QUOTATIONS.

WEDNESDAY, 25th August.
EXCHANGE.

ON LONDON.—

Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 7/8
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/4
Credits, at 4 months' sight	1/9 1/4
Documentary Bills, 4 months' sight	1/9 1/2

ON PARIS.—

Bank Bills, on demand	2.25
Credits, at 4 months' sight	2.29

ON GERMANY.—

On demand	1.82
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ON NEW YORK.—

Bank Bills, on demand	43 1/2
Credits, 60 days' sight	44 1/2

ON BOMBAY.—

Telegraphic Transfer	135
Bank, on demand	135 1/2

ON CALCUTTA.—

Telegraphic Transfer	135
Bank, on demand	135 1/2

ON SHANGHAI.—

Bank, at sight	76 1/2
Private, 30 days' sight	77 1/2

ON YOKOHAMA.—

On demand	11 1/2 % pm.
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ON MANILA.—

On demand	5 1/2 % pm.
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ON SINGAPORE.—

On demand	1 % pm.
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SOVEREIGNS Bank's Buying Rate

GOLD LEAF, 100 fine, per tael

VESSELS ON THE BERTH.

For LONDON.—*Nerite* (str.), *Tosa Maru* (str.), *Prometheus* (str.), *Ceylon* (str.), *Shanghai* (str.).

Moyune (str.).

For SAN FRANCISCO.—*Heathbank*, *Doric* (str.).

China (str.).

For BREMEN.—*Prinz Heinrich* (str.).

For MARSEI. LES.—*Salazie* (str.).

For VANCOUVER.—*Empress of India* (str.).

For HAMBURG—*Della* (str.).
 For NEW YORK—*Landseer*, *Morven* (str.), *Benalder* (str.), *Lucy A Nickles*, *Lennox* (str.).
 For AUSTRALIA—*Airlie* (str.).
 For TACOMA—*Victoria* (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

August—

ARRIVALS.

18, Ernest Simons, Fr. str., from Shanghai.
 18, Diomed, British str., from Shanghai.
 18, Hongkong, French str., from Haiphong.
 18, Lightning, British str., from Calcutta.
 18, Mathilde, German str., from Haiphong.
 18, Cosmopolit, German str., from Hoihow.
 19, Deuteros, German str., from Saigon.
 19, Dante, German str., from Saigon.
 19, Melpomene, Austrian str., from Trieste.
 19, Germania, German str., from Singapore.
 19, Peiyang, German str., from Canton.
 19, Wingsang, British str., from Shanghai.
 19, Taiyuan, British str., from Australia.
 20, Java, British str., from Foochow.
 20, Japan, British str., from London.
 20, Chiyuen, Chinese str., from Canton.
 20, Erato, German str., from Singapore.
 20, Malven, British str., from Mororan.
 20, Namoa, British str., from Coast Ports.
 20, Pigmy, British g.-bt., from Bangkok.
 20, Krim, Norwegian str., from Hongay.
 20, Rohilla, British str., from Bombay.
 20, Fushun, Chinese str., from Shanghai.
 20, Haimun, British str., from Amoy.
 20, Loyal, German str., from Tientsin.
 20, Lombard, British str., from Singapore.
 20, Hohenzollern, Ger. str., from Yokohama.
 21, Hunan, British str., from Canton.
 21, Loongmoon, German str., from Canton.
 21, Kweilin, British str., from Yangtze.
 21, Nanchang, British str., from Canton.
 21, Sungkiang, British str., from Manila.
 21, Sabine Rickmers, Ger. str., from Foochow.
 21, Taiwan, British str., from Shanghai.
 22, Ask, Danish str., from Haiphong.
 22, Frejr, Danish str., from Haiphong.
 22, Glenavon, British str., from Foochow.
 22, Hiogo Maru, Jap. str., from Kelung.
 22, Ixion, British str., from Liverpool.
 22, Kong Beng, British str., from Bangkok.
 22, Sanuki Maru, Jap. str., from Singapore.
 22, Thales, British str., from Taiwanfoo.
 22, Triumph, German str., from Hoihow.
 22, Ariake Maru, Jap. str., from K'ehinotzu.
 23, Yuensang, British str., from Manila.
 23, Recorder, British str., from Cable Work.
 23, Kulsang, British str., from Calcutta.
 23, Clara, German str., from Haiphong.
 23, Ancona, British str., from Yokohama.
 23, Idzumi Maru, Jap. str., from Bombay.
 23, Maria Rickmers, Ger. str., from Spore.
 24, Empress of India, Brit. str., from Vancouver.
 24, Esmeralda, British str., from Manila.
 24, Doric, British str., from San Francisco.
 24, Kaiser-i-Hind, British str., from Shanghai.
 24, Chingping, Chinese str., from Canton.
 24, Meefco, Chinese str., from Shanghai.
 24, Frey, Norwegian str., from Amoy.
 24, Hailong, British str., from Tamsui.
 24, Taisang, British str., from Shanghai.
 24, Wingsang, British str., from Canton.
 24, Airlie, British str., from Foochow.
 24, Kwongsang, British str., from Chinkiang.
 24, Asloun, British str., from Moji.
 25, Prinz Heinrich, British str., from Bremen.
 25, Haitan, British str., from Coast Ports.
 25, Chowtai, British str., from Bangkok.
 25, Dardanus, British str., from Liverpool.
 25, Holstein, German str., from Moji.
 25, Nanshan, British str., from Swatow.
 25, Kiangpak, Chinese str., from Swatow.
 25, Tamsui, British str., from Swatow.
 25, Chusan, German str., from Cebu.
 25, Fushun, Chinese str., from Canton.
 25, Krim, Norwegian str., from Canton.
 25, Kweilin, British str., from Canton.

August—

DEPARTURES.

18, Hanoi, French str., for Hoihow.
 18, Kashing, British str., for Swatow.
 18, Saint Mary, British str., for Nagasaki.
 18, Zafiro, British str., for Manila.
 19, Haitan, French str., for Hoihow.
 19, Taicheong, German str., for Aroe Bay.
 19, Falkenburg, German str., for Hongay.
 19, Sishan, British str., for Swatow.
 19, Benlarig, British str., for London.

19, Candia, British str., for Yokohama.
 19, Diomed, British str., for London.
 19, Else, German str., for Haiphong.
 19, Pingsuey, British str., for London.
 19, Tailee, German str., for Deli.
 19, Victoria, Swedish str., for Haiphong.
 20, Wingsang, British str., for Canton.
 20, Cosmopolit, German str., for Quinhon.
 20, Omi Maru, Jap. str., for Australia.
 20, Peiyang, German str., for Shanghai.
 20, Sullberg, German str., for Chefoo.
 20, Store Nordiske, Danish str., for a cruise.
 21, Glenfarg, British str., for Shanghai.
 21, Rohilla, British str., for Shanghai.
 21, Bombay, British str., for Bombay.
 21, Chingping, Chinese str., for Canton.
 21, Chiyuen, Chinese str., for Shanghai.
 21, Framnes, Norw. str., for P. Wallut.
 21, Fushun, Chinese str., for Canton.
 21, Haimun, British str., for Tamsui.
 21, Hong Leong, British str., for Swatow.
 21, Hupeh, British str., for Java.
 21, Java, British str., for London.
 21, Melpomene, Austrian str., for Kobe.
 22, China, German str., for Saigon.
 22, Deuteros, German str., for Bangkok.
 22, Euplectela, British str., for London.
 22, Hunan, British str., for Ningpo.
 22, Shantung, British str., for Swatow.
 22, Kachidate Maru, Jap. str., for Yokohama.
 22, Krim, Norw. str., for Amoy.
 22, Kweilin, British str., for Canton.
 22, Lombard, British str., for Shanghai.
 22, Mathilde, German str., for Hoihow.
 22, Namoa, British str., for Swatow.
 22, P. C. Klao, British str., for Bangkok.
 22, Siam, British str., for Hoihow.
 22, Taiwan, British str., for Swatow.
 24, City of Peking, Amr. str., for San F'cisco.
 24, Erato, German str., for Yokohama.
 24, Frejr, Danish str., for Pakhoi.
 24, Japan, British str., for Shanghai.
 24, Meefco, Chinese str., for Canton.
 24, Sanuki Maru, Japanese str., for Kobe.
 24, Skuld, Norw. str., for Chefoo.
 24, Taiyick, German str., for Saigon.
 24, Thales, British str., for Swatow.
 25, Triumph, German str., for Hoihow.
 25, Taisang, British str., for Canton.
 25, Ariake Maru, Jap. str., for Moji.
 25, Ask, Danish str., for Hoihow.
 25, Keongwai, British str., for Bangkok.
 25, Kwongsang, British str., for Canton.
 25, LIGHTNING, British str., for Calcutta.
 25, Loongmoon, German str., for Shanghai.
 25, Wingsang, British str., for Shanghai.
 25, Spinaway, British bark, for Singapore.

PASSENGER LIST.

ARRIVED.

Per *Siam*, from Bangkok—Messrs. Brauwel and Watts.
 Per *Ernest Simons*, from Shanghai for Hongkong—Messrs. Hy Pak-yo and E. Rochstroh, Mrs. J. de Figueiredo and 4 children, Mr. R. M. Lellair, Rev. and Mrs. G. Williams, Consul Felipe S. Mesa, Messrs. G. M. Apar, Uttamull, and John L. Stuart. For Saigon—Mrs. Desoliers, and baby, Mr. and Mrs. Chabrier, Miss Clement. For Singapore—Messrs. Chang and H. W. Andrews. For Bombay—Mr. M. Ibrahim. For Marseilles—Messrs. J. Manley, Hayasibi, Hiroshi, Murakomi, Tih Kuro, J. Haruki, S. Yamamata, Sisters Legomin and Goumechou, Mr. M. Minto.
 Per *Lightning*, from Calcutta, &c.—Captain Berger.
 Per *Wingsang*, from Shanghai, &c.—Miss Buyer, Mrs. D'Almada and children, and Mr. Dunlop.
 Per *Japan*, from Singapore for Shanghai—Mr. Geo. Wm. Jones.
 Per *Haimun*, from Amoy—Mr. Arthur.
 Per *Rohilla*, for Hongkong from London—Messrs. Bryan, S. H. Somerton, J. McKay, Duncan Smillie, and Sergt. Donegan. From Bombay—Messrs. Abdool Cader and Abdool Choy. From Singapore—Mr. and Mrs. C. Blake and child, Messrs. F. J. Nugent and C. K. Keep. For Shanghai from London—Messrs. Groves, Wm. Burley, and W. P. Craig. From Bombay—Mr. J. Benjamin. For Yokohama from London—Mr. F. W. F. Harris.
 Per *Victoria*, from Tacoma—Mrs. J. H. Rogers and Mrs. A. E. Burns.
 Per *Kong Beng*, from Bangkok—Miss McDonald.

Per *Kutsang*, from Calcutta, &c.—Messrs. R. Walters, P. F. David, and A. M. Fontiney.
 Per *Idzumi Maru*, from Bombay, &c.—Mr. Brook.

Per *Ancona*, from Yokohama—Messrs. H. S. Verity, T. Nakamura, H. Hanauer, N. Matsunami, Mrs. Okawa Matsui, Messrs. Chun Tuck, Seth Apar, Harao, N. F. Van Feen, G. Laregdyt, Van Beck, T. Mayazaki, and A. Holborn.

Per *Esmeralda*, from Manila—Major-General R. H. Cunliffe, Messrs. Don Joaquim, De A. Raba, W. Jose Sahmer, Cheuk Yin Sang, Ramchand, and K. Cornelius.

Per *Doric*, from San Francisco, &c.—Mrs. C. L. Gorham, Miss Lizzie Orr, Mr. H. W. Hall, Mr. and Mrs. W. Safer and 155 Chinese.

Per *Kaiser-i-Hind*, from Shanghai—Messrs. H. W. Buckland, S. Cope, J. L. Kay, C. H. Denny and Wm. Broad.

Per *Empress of India*, from Vancouver, &c.—Messrs. B. D. Pandit and Chong Hoy, Mr. and Mrs. C. W. Bell, Capt. Gordon, Lieuts. P. G. Davies and E. C. Creagh, Messrs. C. Carroll, V. Faga, J. W. Cumming, N. S. Glazebrook, Miss Baker, Miss Finney, Capt. A. Tillett, Mr. E. F. Alford.

Per *Airlie*, from Kobe, &c.—Messrs. Weinly and Schutte, and Miss B. Hamilton.

DEPARTED.

Per *Haitan*, for Swatow—Rev. Reig For Amoy—Revs. P. Villan and P. Roldan, Messrs. K. S. Kiyooka, N. D. Ollia, and W. Davis. For Foochow—Revs. Pene and Valencia.

Per *Ernest Simons*, from Hongkong for Saigon—Mr. F. Dessoliers, Revs. Léon Girod and Jean Marie Martin, Mrs. Mark and child. For Singapore—Messrs. A. C. Harrison, L. L. Etzel, H. M. Hiller, W. H. Furness, Mrs. Douglas, Mr. and Mrs. Lou. For Colombo—Baron Korff. For Bombay—Mr. Dorabji B. Tata. For Marseilles—Mrs. E. Ricco, Messrs. Arnaldo Jose da Silva Basto, M. Bernheim, and Garnier.

Per *Bayern*, from Hongkong for Singapore—Pollard's Opera Company, Mr. Em. Kinch, Consulate Secretary Epler, Messrs. Ramasamy, Seak Tiang Su, Mrs. Chan Mee Ching and family, Messrs. F. Conway and P. Haakel, Mrs. T. Frey. For Genoa—Captains Andersen and J. H. Berg. For Antwerp—Miss Ida Blügel. For Southampton—Mr. Alfred Baker. For Bremen—Capt. H. S. Guillicksen, Messrs. H. Guillicksen, L. Pedersen, and H. Fuhr. From Shanghai for Singapore—Mr. Harry Welby Cook. For Colombo—Mr. D. M. Clarkson. For Naples—Rev. Pieper, Bishop Nayer. For Genoa—Mr. I. C. Budd and family, and Miss Copperwaite. For Southampton—Mr. G. Nairne. For London—Miss Moor, Messrs. H. Baker, H. E. Ramsey. For Bremen—Mr. and Mrs. A. Christiansen, Messrs. Otto Soderberg, A. F. Dourang, Printz v. Buchau, and H. E. W. Stoeckel. For Hamburg—Messrs. A. Stöhr and H. P. Hogelund. From Japan for Genoa—Messrs. Max Goertz, T. Vogel, Y. Yisaturo, Y. Kienihiko, K. Niho, and T. Hagiedara. For Southampton—Mr. Geo. F. Heweth.

Per *Zafiro*, for Manila—Messrs. R. J. L. Wright, Juan Manzano, Baldomero Roxas, and Vanden Hopp.

Per *Omi Maru*, for Australia—Mr. H. E. Fulford.

Per *Rohilla*, for Shanghai from Hongkong—Mr. P. A. Periera, Mrs. R. Burto, Mrs. A. Hall, and Mr. E. Rockstroh. From London—Messrs. Groves, Wm. Burley, and W. P. Craig. From Bombay—Mr. J. Benjamin. From Singapore—Mr. Geo. Wm. Jones.

Per *City of Peking*, for Amoy—Mr. A. Sinclair. For Shanghai—Messrs. M. B. de Winton, W. Bollovoosoft, T. Bollovoosoft, and G. Barbalin. For Nagasaki—Mr. W. Grunseid. For Kobe—Mr. and Mrs. C. H. Blake, Miss Blake, Mr. C. H. Keep, Mr. W. Notter. For Yokohama—Mrs. J. H. Rogers, Jr., Mr. Joaquim de Anglada, Mr. Ah Yow, Mr. Joseph Leonard, and Mr. Devara. For San Francisco—Mr. J. T. Megent, Mrs. G. A. Michals, Miss L. Michals, and Master Michals.

Per *Sanuki Maru*, for Japan from Hongkong—Messrs. F. Hirschaner and Hoda. From Singapore—Mr. and Mrs. Ono and child, Messrs. Yeguchi, W. Edwards, and Nagashima, Mr. and Mrs. Tallers and 4 children.

Printed and Published by D. WARREN SMITH, at 29, Wyndham Street, Victoria, Hongkong.